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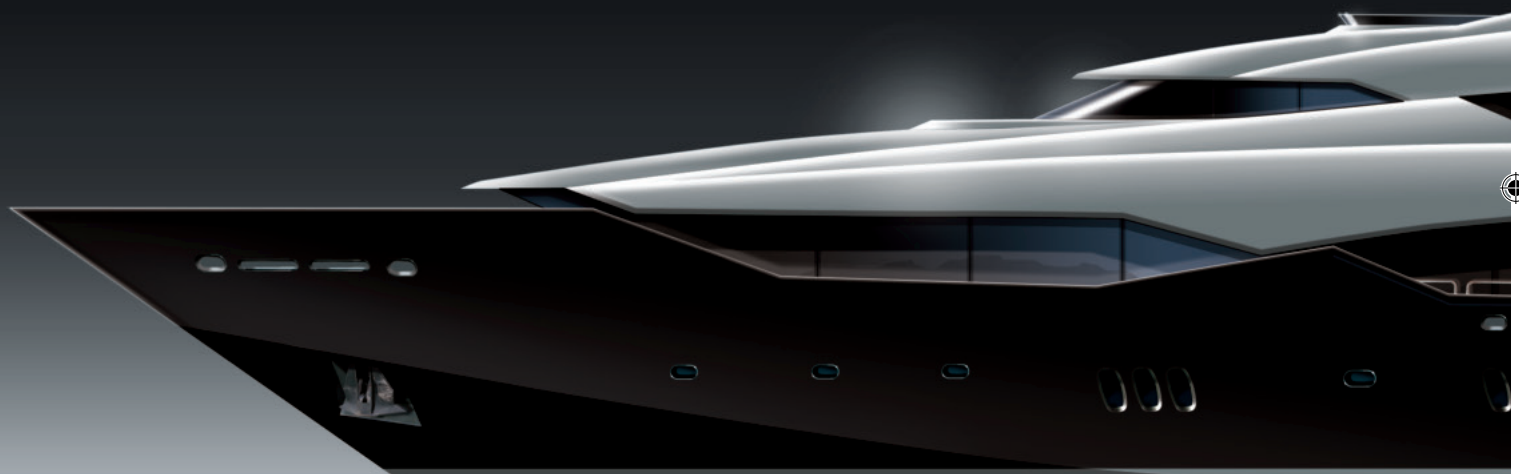
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# EDITORIAL



## PEARLS OF WISDOM

Can we learn from history? In most cases (with the possible exception of the financial sector, which seems to have a maddeningly short attention span), history can teach us a thing or two. And thank goodness for that—no one likes to repeat a mistake.

While there are many capable newcomers in our industry, we can be grateful it also includes experienced men and women who bring perspective and enduring passion to the helm. During the Miami boat show this past February we quizzed many on how to handle what Warren Buffett recently called “an economic Pearl Harbor.” Here are some examples of what they said:

- Be patient: yachtsmen will always return to the sea
- Offer your customers value
- And above all, innovate

An interesting paper by Andrew Razeghi, lecturer at the Kellogg School of Management, recently affirmed the value of innovation during bad economic times, citing examples from some of the most enduring U.S. companies and brands. It's an interesting read with many pearls of wisdom. You can view the entire paper, *Innovating through Recession: When the Going Gets Tough, the Tough Get Creative*, on [andrewrazeghi.com](http://andrewrazeghi.com).

Razeghi notes that many new businesses started in the bared teeth of the Great Depression, just after the crash of 1929. They include Revlon, Motorola, HP and, ironically perhaps, *Fortune magazine*. In our industry, lasting institutions emerged during financial upheaval as well. In 1929, the same year that Sparkman & Stephens was created, the Mystic Seaport Museum was born. To this day, the museum offers an amazing—and growing—archive on the relationship of men and the sea. Yachtsmen certainly did not give up on their passion the day the stock market crashed or in the months that followed—as our story shows. This issue of *Yachts International* is filled with examples of innovation, from new light-emitting diodes that are fast replacing century-old lighting technology, to a technologically-advanced vessel called *Predator* with roots in the 19<sup>th</sup> century.

This might be just the time to look back—and to look ahead.

Cecile Gauert





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# MAKING WAVES



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## MIDDLE EAST SUPERYACHT SHOWS GROWING STILL

Residents of the Middle East own about one third of larger superyachts worldwide and although the credit crunch has slowed business in the Gulf too, the region appears to resist better and be poised for earlier recovery. This probably accounts for the strong showing at the 17th Dubai Boat Show last month, which featured 721 exhibitors from 50 countries. Helal Saeed Almarri, CEO of the Dubai World Trade Center (DWTC), the event organizer, said new exhibit space meant 45 percent growth in the superyacht sector. Exhibitors from the U.S. included Trinity, Palmer Johnson, Westport and Burger, and European yards such as Feadship, Amels, Lurssen, Abeking & Rasmussen, Heesen and Sunseeker also had a strong presence. Local heavyweights Platinum Yachts and Gulf Craft, which debuted its new 101' Majesty, also were in attendance. DWTC also has announced it will stage Saudi Arabia's first boat show at the Al Furusya Marina and Yacht Club in Jeddah from October 28-31.

## LAZZARA YACHTS AND CUMMINS MERCUISER DIESEL TRIPLE ZEUS POWER

Cummins MerCruiser Diesel (CMD) and Lazzara Yachts jointly unveiled a new project in Miami, the Lazzara 76 Motor Cruiser (LMC 76). Key features are the yacht's brand new power and propulsion. Lazzara already has proven the viability of multiple installations of pod-drive systems on motoryachts, which have important benefits: increased interior space, fuel economy and ease of maneuvering. CMD started production of its Zeus line in 2007 and its products are now available in a 450 hp to 715 hp power range. Zeus systems are already used widely on smaller craft but until now CMD had not been able to consider the motoryacht market, a prospect that triple or quadruple installations now makes possible. The LMC76 will be the first motoryacht to feature CMD's 600 hp Zeus system in a triple configuration. Lazzara Yachts has put the additional space to good use, with a trideck with room for four staterooms, including a large master stateroom, located amidships. At 10 knots, the yacht will have a range of 1,000 nm.

**LOA:** 76' 5" • **Beam:** 18' 5" • **Draft:** 4' 5"  
**Fuel:** 1300 Gal. • **Fresh water:** 300 Gal. • **Main engines and transmissions:** 3 x Cummins 600 hp Zeus Systems  
**Cruising speed:** 25 knots • **Maximum speed:** 28 knots



For more information visit [lazzarayachts.com](http://lazzarayachts.com) and [cmdmarine.com](http://cmdmarine.com)





For more information, visit [magnummarine.com](http://magnummarine.com)

## MAGNUM 70 55 KNOTS NO PROBLEM

Magnum Marine is one of the last enclaves left of a thriving boating business in the increasingly residential area of North Miami Beach, Florida. It is here, amid rows of newly built condominiums that Magnum's latest custom 70' open was launched a few weeks ago. The new Magnum 70 has been built and designed for a European owner, as a speedy and stylish tender for his megayacht. Katrin Theodoli, who has presided over the company's success for 32 years, had gathered 12 passengers, including MTU engineers and the owner's representative, David Powys—an America's Cup alumnus who worked on the *Mirabella V* project—for an extended sea trial onboard *Pegasus*. The Magnum 70 left the Haulover inlet in Aventura and headed south toward the Keys. Within one hour of a trouble-free and exhilarating ride, the yacht was docked at the Ocean Reef Club in upper Key Largo, an easy and most pleasant, if fuel-intensive way to commute. The Magnum 70 seemed to easily reach 55 knots. Unbelievably, although the boat did not yet have its custom windshield installed, not a drop of water fell onto the deck. "A Magnum is not a wet boat," said Theodoli, who relished the ride, as much as her guests. "She was like a Mack truck flattening everything in front of her," she said. The yacht's official presentation will be made in Monaco in May.

**Deep V hull in Kevlar composite with longitudinal strake lines**  
**LOA.:** 70' • **Beam:** 17' • **Draft:** 4' • **Approximate displacement:** 90,000 lbs.  
**Fuel:** 1,200 Gal. • **Fresh water:** 250 Gal.  
**Engines:** 2 X 2400 hp MTU • **Surface drives:** ASD 15  
**Top speed:** Approx. 65 mph • **Design:** Lazzarini & Pickering

## NEWS FROM PALMER JOHNSON 2008 PROVED REMARKABLE YEAR

Palmer Johnson capped a remarkable 12 months with the launch of six of its distinctive existing models. Two were on display this winter in Miami at the Yacht & Brokerage Show, the only U.S. boat show PJ attends. The 123' *Ocean Drive*, the third unit in PJ's only semi-custom series built in composite, is powered by MTU's new 2000 engine series. It is a raised pilothouse model with comfortable accommodations for eight guests, and an impressive top speed of 24 knots. In spite of a sizeable flybridge, very complete with a Jacuzzi, large dining area and bar, the yacht's lines remain sporty and streamlined. Also in Miami was the third of PJ's 135' aluminum series, designed by Nuvolari & Lenard on a fast hull designed by Donald Blount. Although the interior decor and exterior paint scheme are different from the previous two yachts launched in the series, the very successful layout is nearly the same. One particularly attractive feature is the extra spacious master stateroom, which stretches fully across the yacht's beam (27'6") and is kept very light thanks to attractive portholes. PJ is expected to deliver another five yachts in 2009 and started construction on its 170' flagship. Other intriguing projects are in the pipeline but won't be unveiled until later this year.

For more information visit [palmerjohnson.com](http://palmerjohnson.com)





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## 028 MAKING WAVES

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### SHAKE-A-LEG MIAMI NON PROFIT TO HOST NO BARRIERS FESTIVAL

On a beautiful winter day in Miami yacht owner Tom Sullivan did what he often does. He powered up his Midnight Express and headed for a meeting in Coconut Grove. Several years ago, Tom, chairman of Lumber Liquidators, a company actively involved with community support, heard an interview that made a lasting impression. The radio guest was Erik Weinhenmayer, the only blind person to have climbed the world's seven tallest peaks, including Everest. The two men eventually met. Tom now helps spread Erik's message and Lumber Liquidators has become a sponsor of the No Barriers Festival, which Erik co-founded – a four-day event that thrives to change perceptions about disabilities. So in February, Tom headed for a special meeting held by Coconut Grove-based Shake-A-Leg Foundation, where Erik was a guest speaker. Shake-A-Leg Miami is a community organization that offers water-related activities to people with physical challenges. In June Shake-A-Leg will host the 2009 No Barriers Festival at its sea base in Coconut Grove. "No Barriers' message of shattering barriers in life through innovation is something any person can relate to and almost any company can too in their direct work, interpersonal relationships and personal pursuits," says Harry Horgan, who co-founded Shake-A-Leg Miami with Dr. Barth Green. Harry has ample personal experience with breaking barriers. Several years ago an accident paralyzed him from the waist down. He loves sailing and after his accident he searched for ways to develop special sailboats that would allow him to continue sailing and was inspired to offer the activity to other people with physical challenges. For the past 15 years Shake-A-Leg has offered weekly water activities to youth with disabilities in the beautiful setting of Miami's Biscayne Bay. Shake-A-Leg has added a new dimension to its community outreach program with the organization of the No Barriers Festival. The event, expected to bring scientists, artists, inventors and athletes to help promote change and expand the horizons of people with disabilities, takes place June 4 to 7, 2009.

For more information or sponsorship opportunities visit [shakealegmiami.org](http://shakealegmiami.org)

### SORAYA 46 WORK IN PROGRESS

Soraya Yachts is a new name and the company's marketing strategy includes a strong presence at all the world's major boat shows. Most recently Soraya Yachts was at the Dubai boat show where Sales Manager Sasa Vinlovic provided an update on the build of its first unit, known as the Soraya 46. The steel-hulled yacht is being built in Antalya, Turkey, by Gentech Shipyard, a subsidiary of Gentech, Ltd., a conglomerate with a background in business aviation and engineering. The yacht's naval architecture, however, is by Italian engineering firm Meccano. The photo shown here was taken in March. At that time the guest quarters, which form the biggest block aft of the lower deck had been finalized and welding had begun. The bow section, which includes the crew quarters, was in place and frames were being installed. The photo reveals the scale of this project, which appears larger than the yacht's 152'6" LOA and 29'6" beam. When complete – in August 2010 – the yacht will have four decks. "As you can see the Meccano naval architecture hull lines and the shape of the bulbous bow assure that she will glide gracefully through the water," Vinkovic said. Stability is key as the yacht will be equipped with a helipad, to be located forward of the main deck. Work has started on the engine block, which will house two 1,300 hp Caterpillar engines to provide a top speed of 16 knots.



For more information, visit [sorayayachts.com](http://sorayayachts.com)

#### YACHTS





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## 030 MAKING WAVES



For more information visit [crn-yacht.com](http://crn-yacht.com)

### CRN'S BIG PROJECT 262' OF UNIQUE DESIGN

CRN has recently undertaken its largest project to date, a five-deck steel yacht with a length overall of 80m. Hull 129 is a custom vessel built for 12 guests, accommodated in six main-deck suites— all equipped with balconies— plus an owner's suite on a dedicated owner's deck. The yacht is also planned for 30 crewmembers. The captain has his cabin located aft of the bridge, which has been designed to be a circular space—a first for CRN—to maximize visibility. The after part of this deck is reserved for the guests, with al fresco and formal dining areas and salon. The owner's deck, more than 2,500 square feet of interior space, has a private entrance and a terrace with Jacuzzi. The lower deck is dedicated to crew and technical spaces. It also includes a full-fledged wine cellar able to store 1,200 bottles. Also on the lower deck is a beach club sprawling over a 1,000-sq.-foot area, a fitness club and a relaxation area with an authentic Hammam. A helicopter will be able to land and take off from a forward helipad. Anticipated speed is 15 knots, thanks to two Caterpillar 3516B-C engines. As is customary for the shipyard, which is part of the Ferretti family, CRN collaborated with Zuccon International Project on the yacht's exterior styling. For the interior design, the yacht's owner requested designer Laura Sessa Romboli.

### ISLAND GLOBAL YACHTING MEDITERRANEAN FORAY FOCUSES ON CROATIA

Marina developer Island Global Yachting (IGY) and Nautical Center Prgin (NCP) of Croatia have finalized an agreement that will result in the renovation and expansion of an existing marina in Sibenik, slated to become the new Mandalina Marina & Yacht Club on Croatia's Dalmatian Coast. The project will add 65 megayacht berths to the existing 350 wet-slip and 50 dry-dock marina. NCP currently has a shipyard, offering 24-hour assistance and technical services, and 60 charter vessels on site. A fuel dock and grocery stores are also there to answer provisioning needs. A "marina village" is in the planning stages, which could add a residential component and world-class shopping, dining and nightlife. The Dalmatian Coast is a well-known sailing destination, and Sibenik, a cultural and artistic center, has a remarkable cathedral built in the 15th century, a UNESCO World Heritage site, and two national parks nearby – the waterfalls of Krka and the Kornati Archipelago. It is also one of the gateways to more than 300 scenic islands in the Adriatic.

For more information, please visit [www.igymarinas.com](http://www.igymarinas.com)



### A THOROUGHbred OF A YACHT FEADSHIP LAUNCHES HURRICANE RUN

Koninklijke De Vries Scheepsbouw recently launched the 175'6" *Hurricane Run*, named after a prize-winning race horse, at its yard in Aalsmeer, the Netherlands. The yacht was built for the owners of the 164' *High Chaparral*, launched in 2004. *Hurricane Run* features a far more contemporary interior (designed by Terence Disdale) than her predecessor. De Voogt designed the yacht's exterior to further enhance the "Feadship look". One key difference between the yachts is the color of the superstructure. *Hurricane Run* is the color of anthracite, selected to accentuate the yacht's long lines. The recipient of countless awards, Hurricane Run, the horse, won the coveted Prix de l'Arc de Triomphe by two lengths in 2005. "This horse was one of the best the world has ever seen," said build captain Andy Davies. "It is very fitting that this masterpiece of a yacht has the same name."

**LOA:** 175'6" • **Beam overall:** 33'10" • **Draft (loaded):** 11'1" • **Fuel:** 26,690 U.S. Gal. • **Fresh water:** 7,555 U.S. Gal.  
**Naval architect & exterior styling :** De Voogt Naval Architects • **Interior design:** Terence Disdale Design  
**Main engines:** 2 x Caterpillar 12 cylinder A-rated Marine Diesel engines, type 3512 B,  
1,119 kW / 1,500 bhp @ 1600 rpm • **Maximum speed:** 15 knots • **Range:** 4,500 nm @ 12 knots

For more information please visit [feadship.nl](http://feadship.nl)





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 DITA-SCAC diesels  
**Maximum speed:** 16.5 knots  
**Cruising speed:** 14.5 knots  
**Range:** 2,700 nm @ 14 knots



## NEWS FROM ISA 600 SOLD

ISA (International Shipyards Ancona) has kept busy meeting the requirements of large-scale refits, not to mention standard maintenance, repairs and upgrades. The ISA sales team is also keeping the new build division, which produced 21 yachts in the past seven years, busy. The Italian shipyard recently announced it has sold a 198' project. The ISA 600 is a long-range vessel but, true to the ISA brand, it has a streamlined look that incorporates seamless wrap-around windows for a dynamic effect. It is the last concept that the late Walter Franchini ever created for ISA. Franchini, a noted designer who worked with many of the world's foremost shipyards, contributed early on to create a distinctive style for ISA, producing, among others, the 156' red-hulled *Ellix II*. "You might say it is the end of an era," said Francesca Fenucci, manager of marketing and communications for ISA. The ISA team and Andrea Vallicelli collaborated to bring the Franchini concept to fruition. The steel hull displacement yacht supports a five-deck aluminum superstructure with guest capacity for 12, excluding the main-deck master suite. Built to standard classification and compliance requirements and powered by twin Caterpillar 3512 diesels for a range of 2,700 nm at a cruising speed of 14 knots, the yacht is primed for transoceanic adventure. Delivery is scheduled for summer 2010.

Additional information is available at [isayachts.com](http://isayachts.com)



## COSTABAJA MARINA UPDATE GARY PLAYER SIGNATURE GOLF BREAKS GROUND

Yachtsmen cruising the Pacific coast of Mexico who have already discovered the state-of-the-art double-basin CostaBaja Marina on the southeast coast of Mexico's Baja Peninsula will soon have another reason to dock. The first Gary Player Signature Golf Course built in Mexico is expected to open early summer 2010. At the January groundbreaking ceremony Player described himself as a fanatic for protecting and improving the environment and conserving water, the planet's most rapidly diminishing resource. "The human being can make improvement on nature but can do much damage more quickly," says Player. In keeping with the resort and marina's core mission to protect the ecosystem, Player's design team kept the area of managed turfgrass at a minimum to reduce the requirement of fertilizer and water. Yachtsman can keep one eye on the yacht while they're on the links, however, since 14 holes have views of the Sea of Cortez. Five minutes from La Paz, the CostaBaja Marina has 250 slips from 30 to 200 feet, each with built-in pump out stations, TV and Internet access, 24-hour security, access to the resort pool and fitness center, and crew lounge. While many marinas charge for water, CostaBaja provides water, according to the vessel size, from its own desalination plant. Restaurants, maritime services, and facilities are adjacent to the marina in a quaintly typical village. Residences blend with the landscape, offer views of the sea, marina, and golf course, and include membership to the CostaBaja Beach Club.

For more information: [costabajaresort.com](http://costabajaresort.com)

## YACHTS



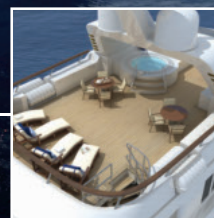
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## SUNSEEKER FULL SPEED AHEAD

Bucking the trend seems to be a bit of a specialty at Sunseeker. After introducing a very successful 30m (99') at the London Boat Show and reporting sales of 10 vessels in 10 days in December, the British builder's marketing team announced at the Yacht & Brokerage Show in Miami that Sunseeker Florida has opened a second office, located at the heart of the yachting activity in Fort Lauderdale—at the Quay on 17<sup>th</sup> Street Causeway. Sunseeker Florida's main office, headed by Leonardo Carbajales, is in Miami. Models new to the U.S. and shown in Miami included the 52 Predator and the 70 Manhattan. At the Miami show Sunseeker displayed the scale model of a 150' trideck with side balconies, which will be Sunseeker's largest yacht in composite. There is more. Sunseeker has also announced the launch of the Zeus line in aluminum. It will start at 170', and each vessel will be customized to individual owner's wants and desires.

For more information, contact: Sunseeker Florida,  
Ph: +1 305 856 4050 or visit [sunseeker.com](http://sunseeker.com)

## SETTING THE RECORD STRAIGHT

A recent article in our New Design section featured the project under construction at Soraya Yachts. Young designer Jure Bukavec worked for two years with the Venetian design firm Nuvolari-Lenard, an experience that he lists as part of his credentials. After being part of a team of designers working on multiple projects for firm founders and head designers Carlo Nuvolari and Dan Lenard, Bukavec set out on his own and became the creative force behind the Slovenian design firm UNIELLE he established in 2005. UNIELLE's current projects include the 152' 6" steel-hulled yacht under construction for Soraya Yachts. The brief article published in March took a shortcut that may have led to some confusion. We wished to clarify that Nuvolari-Lenard has no connection whatsoever to UNIELLE or Soraya Yachts.

## THE RETURN OF A CLASSIC TRUMPY 63 FLUSHDECK MOTOR YACHT

When John Trumpy & Sons launched hull #450 in 1972, it was thought to be the final model from an iconic family that had been handcrafting luxury yachts since 1939. The Trumpy name was never forgotten, and many of the classic yachts, still afloat, are the objects of much care and attention. Now classic yacht enthusiasts can look forward to the launch of hull #451, the Trumpy 63 Flushdeck Motor Yacht, which has been redesigned to modern standards but in accordance with original blueprints. The new version, aesthetically identical to the original, will be built to order with high-tech engineering, machinery, equipment and amenities. For the rebirth of this modern classic, partners in the venture, among them Jock West, the owner of the classic Trumpy 63 *Showtime*, selected Vicem Yachts, experts in cold-molded construction. The shipyard has extensive experience building classic yachts with modern amenities. Two floor plans feature three- and four- stateroom layouts with crew quarters aft.

**LOA:** 64' • **Beam:** 16'3" • **Draft:** 4'10" • **Fuel:** 800 Gal.  
**Water:** 320 Gal. • **Engines:** Twin Man D2840LE



For more information please see [trumpyyachts.net](http://trumpyyachts.net)



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## BROKER'S HONORS ALLIED'S JOHN WELLER

Florida yacht broker John Weller of Allied Marine received the first Yacht Brokers Association of America's and Florida Yacht Brokers Association's Broker of the Year Award.

John, a protégé of the late Dick Bertram—a 2007 inductee in the National Marine Manufacturers Association's hall of fame—began his career with Richard Bertram & Company in 1975. The brokerage firm eventually morphed into the Allied Richard Bertram Marine Group (ARBMG).

Photographs on the walls of his office at the Bahia Mar Yachting Center in Fort Lauderdale document John's long and active career; he's earned the company's top broker spot 26 times. When Ferretti acquired ARBMG a few months ago to distribute its portfolio of brands—including Bertram Yacht—in the U.S., the company's name was changed to Allied Marine. John decries that Dick Bertram's name is no longer part of the masthead. "It's like changing Harley Davidson's name to John's Cycles," he says. John also is a motorcycle enthusiast.

He admits to being somewhat of a creature of habit. He has never turned on a computer or surfed the Internet. "I don't have time to learn the computer," he says. He is actively involved with several charitable organizations. He founded the Annual Big Brothers/Big Sisters Fishing tournament, now in its 30th year and his own battle against brain cancer inspired "Weller Days," boat outings organized for children similarly affected with cancer. He personally recruits vessels and crew to donate their time for the cruises, which are one of several activities organized under the umbrella of Freedom Waters Foundation. In 2006, John co-founded Freedom Waters, a non-profit organization providing boating and water-related activities for people with disabilities and youth at risk, with Executive Director Debra Frenkel. John is usually onboard for Weller Days, an activity he enjoys. "It provides these children and their families with a special day when they are on the water and out of the hospital," he says. Although he spends little time on the computer, John does have an e-mail address. He can be reached at [jweller@alliedmarine.com](mailto:jweller@alliedmarine.com)

For more information about Weller Days and Freedom Waters Foundation visit [freedomwatersfoundation.org](http://freedomwatersfoundation.org)



## MTU SERIES 2000 M94

An impressive display visible from blocks away ushered in MTU's fourth generation engine block. Input from boat owners and builders determined new design criteria, which include more horsepower, quicker acceleration and greater fuel economy. Compared to the previous MTU 2000, the new 16 cylinder engine produces 2,600 horsepower (versus 2,400 hp) and develops 90 hp more at 2,100 rpm, yet burns less than a gallon more fuel per hour while providing additional torque and acceleration. Tests conducted by MTU also indicate that the excellent power-to-weight ratio improves driving performance.

MTU's newest common-rail marine diesel engine meets SOLAS and EPA standards for safe and eco-friendly design and also offers a carbon kit option.

Information for the U.S., Canada and Mexico can be found at [mtudetroitdiesel.com](http://mtudetroitdiesel.com), other locations see [mtu-online.com](http://mtu-online.com)

## BOB SAXON CONSULTANCY NEW VENTURE FOUNDED ON LIFELONG EXPERIENCE

Bob Saxon has announced the launch of his newest venture, a consultancy firm specialized in marine marketing strategies, business plans and branding. Saxon says the time is perfect for a company able to provide advice in all aspects of yachting but focuses particularly on addressing today's challenging market. As a consultant, Saxon is uniquely qualified. He started his professional career as a coach and teacher. Bill Whitmore, a Madison Avenue advertising executive and member of the New York Yacht Club recruited him in the late 1970s to work in yachting. Whitmore liked that Saxon lacked previous experience in the business so he could mentor him. The strategy evidently worked. Yacht management firm Whitmore & Williams grew into a world-class company. Saxon went on to hold a series of industry executive positions before he was appointed president of the Sacks Group. He next established Bob Saxons & Associates, which Camper & Nicholsons USA acquired in 2002. He is also the Founding President of the International Superyacht Society, an industry trade group with an impressive membership roster. Saxon points out there is much to do with 919 new yachts over 80' to be delivered in the coming months. "They need crew, supplies, fuel, provisions, insurance, management, marketing plans, shore side support, legal services...I just don't think many businesses in the yachting sector know how to access those customers and don't have business plans in place to take advantage of the activity." Bob Saxon Consultancy is prepared to do just that.

For more information please email to [bobsaxon5@aol.com](mailto:bobsaxon5@aol.com)



# AN INVITATION FROM JADE YACHTS...

Interested owners, captains and agents are invited to sea trials aboard our latest Jade Exploration 95' Colombo, off the lovely coast of southern Taiwan, in June.  
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LENGTH	O. A. (APPROX)	28.47 M
LENGTH	B. P. (APPROX)	23.75 M
BREADTH	MLD (APPROX)	7.50 M
BREADTH	O. A. (APPROX)	7.65 M
DEPTH	MLD (APPROX)	3.80 M
DRAFT	DESIGNED	2.30 M
SPEED (100% MCR) MAX.		12.5Kt



[www.jade-yachts.com](http://www.jade-yachts.com)

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Mobile: +886(0)927568465 Memphis Han  
Mail: [Memphis@jade-yachts.com](mailto:Memphis@jade-yachts.com)





Kathy MacCausland  
Jo-Aynne Von Born



Rick Mojica, Karlene Pack, Jeff Allen,  
Janet Allenby, Mary Du Toit, Michel Karsenti



Karlene Pack, Rich Lazzara, Fabrizio Loi



Natalya Russkaya, Kent Chamberlain,  
Vally Flint, George Flint



Kristin Brown  
Lauren Morgan



Kent Chamberlain, Daphne d'Offay,  
Sanaa Vohra, Nicole Sawyer,  
Christine Cloutier

## NETWORKING IN STYLE IN MIAMI EVENT AT MONDRIAN LAUNCHES NEW CONCEPT

**PartnerShips introduced its newly launched yacht hibernation concept to the yachting industry at the recently open Mondrian South Beach Hotel last February. Photos: Pamela Jones**

The sleeping-beauty-castle-themed hotel and condominium owes its memorable décor, including a black floating staircase and oversized gold bell-shaped chandeliers to Dutch designer Marcel Wanders (Philippe Starck who's made a noted foray into the world of yacht design most recently with Blohm & Voss' "A" designed the Mondrian Los Angeles and the Delano hotel in Miami Beach, both also part of the Morgans Hotel Group). The event was the occasion to socialize, network and find out about new businesses and developments. *Yachts International Magazine*; National Marine Suppliers ([nationalmarine.com](http://nationalmarine.com)), a yacht provisioning company supplying goods and services to megayachts throughout the world;







François Van Well, Dean Du Toit  
Dick Van Lent, Steven White



Skip Zimbalist  
Kevin Russell



Julie Spence  
Henk De Vries

Superyacht Network, a division of Partnerships with a crew and marine service division; and Albany Bahamas ([albanybahamas.com](http://albanybahamas.com)), a new resort development with a marina and a Tiger Woods-signature golf club, were the event's co-sponsors. "The Mondrian party was intended to put our name out there as a serious player in the yacht hibernation business. In fact, we seem to be the only bona fide yacht management company doing this. The concept is new and we just wanted to introduce ourselves to the yachting community," Kent Chamberlain, PartnerShips' CEO said. The new venture aims to assist yacht owners reduce expenses related to yacht maintenance while awaiting a sale—or a financial recovery. The company's role is to keep the yacht in tip-top shape and ready to be shown to potential buyers with little notice. "By doing the right thing, you can keep the boat in top condition and cut dramatically on the expense," he said.

**online YACHTS**  
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[www.yachtsmagazine.com](http://www.yachtsmagazine.com)

For more on PartnerShip's yacht hibernation services, see an interview of Kent Chamberlain on *Yachts International Online*, or visit [partnerships-llc.com](http://partnerships-llc.com)







## ARABIAN CANAL PROJECT GOLD COAST CONNECTION

The Middle East has the potential to eventually eclipse traditional boating centers. So says Australian Joe Goddard, whose company GoMarine recently completed marina feasibility studies for Limitless Real Estate Development company on the first two phases of the \$11 billion Arabian Canal Project in Dubai. Goddard, a naval architect and engineer who has worked in the U.A.E. for the past decade, told *Yachts International* that he remains cautious, however, and he deliberately tempers his obvious optimism. "I am realistic," he says. "My end products have to fit business plans that clients can follow, and they must be financially viable." He is best-known for developing and managing the marina portfolio of Emaar Properties. This includes the newly opened five-marina Dubai Marina and Yacht Club complex, and there are other Emaar co-ventures such as Umm Al Quwain Marina and King Abdullah City Marina in Saudi Arabia. He also served as a consultant for Madagascar, part of the group of man-made islands known as the World off Dubai's coast. The sheer scale of the Arabian Canal Project is slowly filtering out to Europe, America and nearer Asia-Pacific waters via Western consultants like Goddard. People abroad are simply astonished by its bold 46-mile length, and by its immense engineering challenge, on a par with that faced in building the Suez Canal. Phase one is anticipated to have two marinas, while phase two feasibility studies provide many hundreds of berths in three different types of marina facilities. Both phases are currently under review. Goddard says boat buyers in the Middle East today are mostly looking for large luxury vessels and fishing craft. "There are a lot of first-time buyers, and the market for a broad range of boats is ripe and growing exponentially. The global financial crisis will have impact, but apart from shorter-term oil price fluctuations, the region is not directly linked to what is going on in Europe and America. It operates autonomously."

For more information visit [jgmaustralia.com](http://jgmaustralia.com)

Joe Goddard

Jade 140

## NEW FROM JADE YACHTS EUROPEAN DESIGNS

Jade Yachts, superyacht arm of Taiwan's leading commercial and naval contractor Jong Shyn Shipbuilding Group, has announced new alliances with three European designers and unveiled lines of its latest offerings, the Jade Jet 90 Magnifico and the equally startling Jade Explorer 140. At last year's Cannes Festival de la Plaisance, Jade Yachts VP Memphis Han held talks with Italian naval architect Filippo Rossi, which led to a complete redesign and styling of the Jade Jet 90. Powered by twin MTUs and Rolls Royce KaMeWa waterjets, this craft is capable of 50 knots and comes in all sorts of custom colors and interior outfittings. "An aggressive body with hot Italian blood", is how Memphis describes the boat. Rossi, who has worked mostly for Italian, Swiss, Dutch and Belgian yards in the last decade, is also drawing Jade Jet 120s and 140s. Previous builds for German company Drettmann resulted in contacts with RF Design and Roland Friedberger, who has lately teamed up with Felix Messerschmitt to pen the powerful-looking, very macho Jade Explorer 140s exclusively for Jade Yachts. Messerschmitt Yachts is based in Bern, Switzerland. "The axe bow is a step forward from say *Predator*", says Memphis, "and the yacht is a safe and comfortable fortress for its owner, guests and crew." With design of the sports boats and explorer range settled, Memphis next turned to London-based designer Tim Saunders of RSD Marine for Jade's superyachts. Saunders has worked with renowned designers including Andrew Winch, Espen Oeino, Frank Mulder and Peter Beeldsnijder, and last December was commissioned to design two 280' vessels for an East Asian client. He has a 558' superyacht on his books, although builds at Jade Yachts would be somewhat smaller. "We provide the solid construction base, and very advanced marine engineering", said Memphis. "Commercial and naval orders worth about \$400 million are in progress."

For more on Jade Yachts see the feature in  
YI's March 2009 issue, or visit [jade-yachts.com](http://jade-yachts.com)

## ITALIAN STYLE IN CHINA IAG'S FIRST 127' TO LAUNCH THIS YEAR

The first Italian-style IAG 127' motoryacht, being built near Macau on the China Coast, is scheduled for a December delivery. The company is showing the project at a number of boat shows this year, and most recently attended the Yacht & Brokerage Show in Miami Beach. A second IAG 127, and a newly-designed IAG 100, should both be ready by mid-2010. "We offer cost-conscious luxury vessels without any compromise in quality," says marketing director Olga Giannaccini. Yacht construction is Italian supervised. The vessels are professionally built to strict international rules for charter, and machinery and equipment are from familiar companies such as Caterpillar, Northern Lights and Amartech. Italian firm YD&AS has designed a spacious and sophisticated interior in which ample light is a keynote. This is particularly evident in the bright salon, and the owner's stateroom, located forward on the principal deck, likewise benefits from its decktop portals. The vessel has a 131' LOA with a 26' beam and accommodates 12 passengers and nine crew on three decks.

For more information see [iagyachts.com](http://iagyachts.com)



## ASIAPACIFIC 041



For more information, see [superiorjetties.com](http://superiorjetties.com)

### ABU DHABI MARINA AUSTRALIAN COMPANY DESIGNS FLEXIBLE DOCKS

The inaugural Abu Dhabi Yacht Show's marina at the National Exhibition Center was put in place by Al Masood and Superior Jetties, an Australian company, based on the Gold Coast. The latter's Elite Marina System features heavy duty concrete decks and a flexible aluminum waler system (the word waler stems from strakes on the outside of a wooden ship). These aluminum attachments to the concrete modules provide adjustable positions for pile brackets, hinges and fenders, and thus the entire NEC marina can be reconfigured after the event. "We had a very short time frame for this project," said John Hogan, managing director of Superior Jetties, "but we increased output, and an extensive network of people from Australia, the UAE and Europe have combined to make it a reality." Timber trimming imbues the 1,150-foot principal marina with a very stylish appearance. Hogan's 20-year-old company, which did recent work at Sanctuary Cove and Marina Quays in Australia, is in talks on other contracts in the Middle East.

### SUPERYACHT BASE AUSTRALIA DAVID MCQUEEN IS NEW CHAIRMAN

David McQueen of Azzura Marine is the new chairman of Superyacht Base Australia, signaling changes in the 10-year-old industry body. McQueen was linked with Oceanfast, the country's premier superyacht brand, on the West Coast for many years, and more recently has worked with Warren Yachts and Azzura Marine on the East Coast, so his appointment is seen as perhaps helping to bring together two geographic factions that have not always seen eye to eye. Stepping down is Barry Jenkins, who has also reduced his role with the important Sanctuary Cove Boat Show. Lance Cushion is expected to take more of a back seat in the new set-up, although he remains a term president of the Florida-based International Superyacht Society. McQueen has lately worked on projects with leading West Australian designer Sam Sorgiovanni. Azzura Marine's CEO Iain Murray, who defended the America's Cup for Australia in 1987, has since become a boat builder and property developer. Azzura has four bases at Nowra, Sydney, Newcastle and the Gold Coast on Australia's East Coast, and it undertakes refit and repair work as well as new builds.

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## 042 BRIEFINGS

### INDUSTRY

**Humphreys Yacht Design** (humphreydesign.com) has moved to a larger site, a former farm with a number of converted barns, and has a new address at Middle Barn, Efford Park, Milford Road, Lymington, Hampshire, SO41 0JD, UK...

**Island Pilot's** (islandpilot.com) DSe Hybrid yacht earned the Environmental Award at the Miami International Boat Show's Innovation Awards organized by the NMMA to recognize innovative, beneficial, practical, and cost-effective industry products... New Zealand- based **High Modulus** (high-modulus.com) marks 30 years in business as a supplier of composite materials, technology and structural engineering solutions for the international marine industry.



## ! { BROKER NEWS



Opal C



Ocean Seven

**Ocean Independence** (oceanindependence.com), has two new build projects in the works both scheduled for delivery in 2011; a 177' Rossi Navi to be built in Viareggio, Italy, and from Jongert a 160-footer with capacity for 10 guests; the company recently opened two new offices, one in New York and the other in Mumbai, India... **Northrop and Johnson** (njyachts.com) has reduced the price of the Bannenberg designed *Opal C*, a 131' Oceanfast equipped with a smart car... **Yachting Partners International** (ypi.co.uk) lists *Ocean Seven*, also a Jon Bannenberg design, fresh from a major refit that included a complete technical overhaul... Merle Wood and Associates (merlewood.com) lists 160' *Primadonna*, the 2009 Christensen Belle of the Miami Yacht and Brokerage Show... **International Yacht Collection** (iyc.com) lists *Espresso III*, a 142' Trinity aluminum semi-displacement vessel with transatlantic range... **Fraser Yachts** (fraseryachts.com) now offers Mexican itineraries to charter clients, including the Sea of Cortez and the Mexican Riviera between Puerto Vallarta and Manzanillo on a fleet that includes the 156' *Piano Bar*... **Bradford Marine, Inc.** (bradford-marine.com) has re-branded its **The Shipyard Group** subsidiary **Bradford Marine Yacht Sales**... **The Sacks Group Yachting Professionals** (sacksyachts.com) answers the demand for more exotic charter destinations that include Central America and the Pacific Northwest on the 121' Benetti *Quivera*.

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044 DEBUT



A LOT OF YACHT

# 101' Burger *Tò-Kalòn*

At the Fort Lauderdale International Boat Show last fall, the Burger Boat Company displayed two yachts that set milestones for the Wisconsin shipyard. *Tò-Kalòn*, a 101'6" enclosed bridge motoryacht with a top speed of 29 knots, is the fastest yacht the shipyard has built to date. Story Cecile Gauert Photos

YACHTS





A sapele and antique bronze spiral staircase links the main-deck salon and dining area to two other decks

## BURGER BOAT BUILT TÒ-KALÒN (meaning The Beautiful)

for American owners who had chartered extensively and previously owned crewed yachts. *Tò-Kalòn*, however, was their first custom project, to which they brought three requirements: the size and the draft of the yacht and its speed. The owners keep their yacht behind their home, and their dock set a limit on the hull length. A fast cruising speed was essential for them to quickly reach their favorite cruising grounds. Finally, they wanted to build their yacht in an experienced U.S. custom shipyard.

The Burger Boat Company enjoys a well-established reputation for building good-quality custom vessels in aluminum. In recent years, the shipyard has worked on diversifying its production by partnering with outside designers. *Tò-Kalòn* offered a good opportunity to tackle a new challenge. "*Tò-Kalòn* is a performance boat, which made the project exciting," said Ron Cleveringa, Burger Boat Company's VP of sales and marketing. The precise length of the yacht, determined by the owners' dockage space, was 101'6", and the cruising speed was to exceed 23 knots. The shipyard turned to naval architecture firm Donald Blount & Associates to create the hull and underwater lines, while the owners entrusted their long-time captain, Pierre Ausset, to help them find the right support for this major two-year undertaking.

In response, Ausset recommended an experienced yacht engineer, Dean Vaughan, as the owners' project manager, and Dutch designer Cor D. Rover, whom he had met during a refit project of the yacht *Octopussy*, for exterior styling. Rover, an alumnus of performance yacht specialist Frank Mulder, has his own firm and focuses on design and styling, rather than naval architecture. He welcomed the opportunity to work with the owners on the right envelope for their yacht.

*Tò-Kalòn* combines rounded lines that give it a refreshing look, with elongated black strips that frame the main-deck windows and help accentuate its ability for speed. Rover also put special emphasis on the bow, which is not only an important element in terms of the yacht's strength and speed but makes a big difference in terms of looks. "We played with the height of the bow," he said. "The aim was to blend the American quest for square footage with a slightly European feel." For practicality reasons, the owners abandoned an earlier design featuring a raised pilothouse in favor of a full bridge deck, and gave up a bit of interior space when they chose the convenience of a walk-around main deck.

Within this envelope, the shipyard, whose team was responsible for the interior design and all mechanicals, had to maximize the interior space and keep an attentive eye on weight issues in order to achieve the desired speed goal of this all-aluminum yacht. "The owners' desire to extract every cubic inch of usable space aboard the yacht stretched limits that yielded innovation," project manager Vaughan said. The Burger craftsmen, experienced in building traditional

Exterior styling by Cor D. Rover hints at the yacht's speed





Finishes in sapele give the yacht a classic and substantial feel from the master suite to the bridge deck and sky lounge (next page)

wood interiors, adjusted. "We added light-weight construction into the joinery but we refused it to make it light at the expense of quality. We wanted a door to feel like a door," Cleveringa said. Although the bulkheads and ceilings incorporate foam core panels, the feel is that of a substantial classic yacht.

The main deck features sapele paneling with sapele pommele accents, an attractive backdrop to the traditional arrangement, which includes a classic salon and formal dining area. A seemingly suspended sapele and antique bronze spiral staircase, located in front of full-length windows, links all decks. The panoramic sky lounge features kaya panels with ebony inlays, an attractive backdrop to two comfortable Chesterfield love seats. A New York artist painted a fresco on the lounge's central dome, attractively lit with accent lighting. Electric sliding doors open to the teak-laid sky deck and its hot tub. The pilothouse has a masculine feel thanks to its mahogany finish, and maple burl provides a nice backdrop to the well-organized instrument panels. Raised bench seating in front of two mahogany tables welcomes guests to the pilothouse. The lower deck is reserved for overnight accommodations. The full-beam master suite is located near the yacht's center of gravity, with two private bathrooms providing additional separation from the engine room. Two guest cabins, also finished in sapele, each have their own private bathroom. Crew accommodations, located forward on the lower deck, are accessed through a separate entrance forward of the spacious galley and laundry room. The yacht normally operates with three crew members.

Onboard equipment is very complete and appropriate for a yacht that can go the distance (at 10 knots, *Tò-Kalòn* has a range of more than 2,000 nm). "We have the system of a 150-footer on this size vessel," said Captain Ausset, who recommended Dutch company Tjissen Elektro for the yacht's integrated power management and monitoring system, which put controls within reach of the crew in the engine room, pilothouse and the galley. A remote control tablet is also available. The yard lists *Tò-Kalòn*'s official top speed as 27.8 knots but that is understating it a bit. "We hit just over 29 knots," Ausset said.

The owners, who remained involved throughout the build, are said to be very happy with their yacht and spend a lot of time onboard. Everyone seems to agree that this happy ending was the result of good communication and timely decisions.





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## 048 DEBUT



**LOA:** 101' 6"

**Beam:** 22' 6"

**Draft (full load):** 5' 5"

**Displacement:** 135 long tons

**Gross tonnage:** 206 GT ITC

**Engines:** 2 x MTU 16V2000

M93 2,400 bhp @2,450 rpm

**Cruise speed:** 23.5 knots

**Maximum speed:** 27.8 knots

**Range:** 625 nm @ 23.5 knots;

2,090 nm @ 10 knots

**Fuel:** 6,260 U.S. Gal.

**Fresh water:** 1,320 U.S. Gal.

**Exterior styling:** Cor D. Rover

**Naval architecture:**

Donald Blount and Associates

**Interior design:**

Burger Design Team

**Class:** American Bureau

of Shipping (ABS) Classification

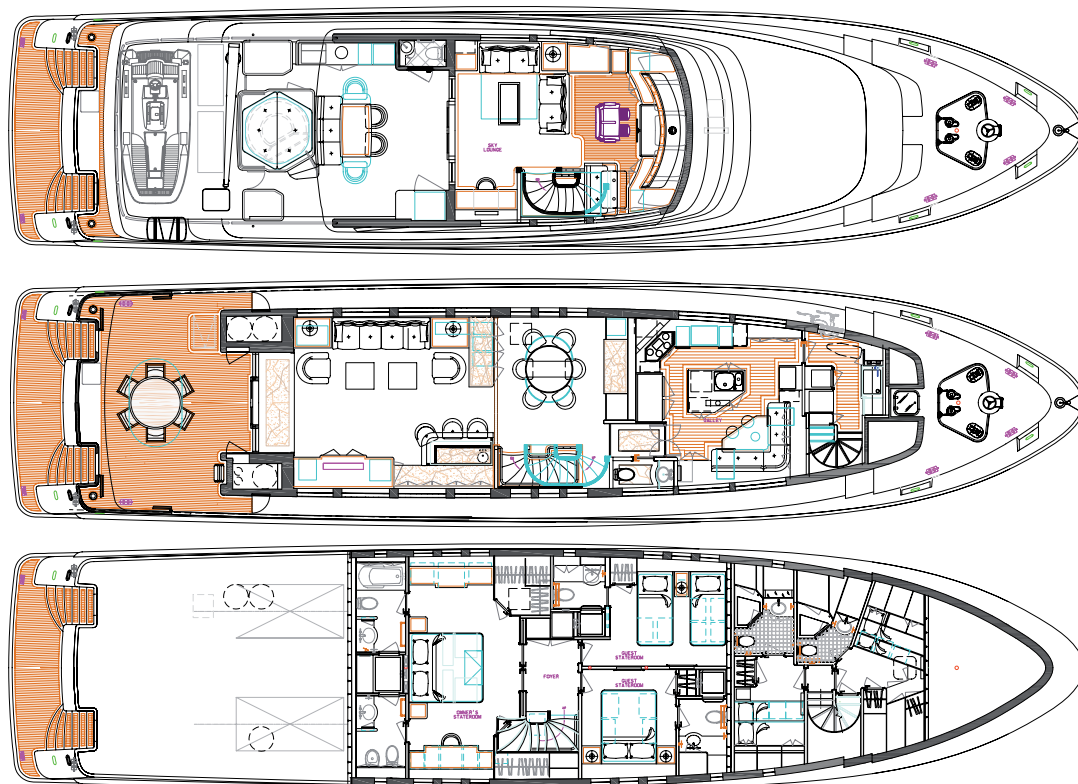
**Builder:** Burger Boat, USA, 2008

For more information,  
visit [burgerboat.com](http://burgerboat.com)



See *Yachts International* Online for more images of TÒ-KALÒN.

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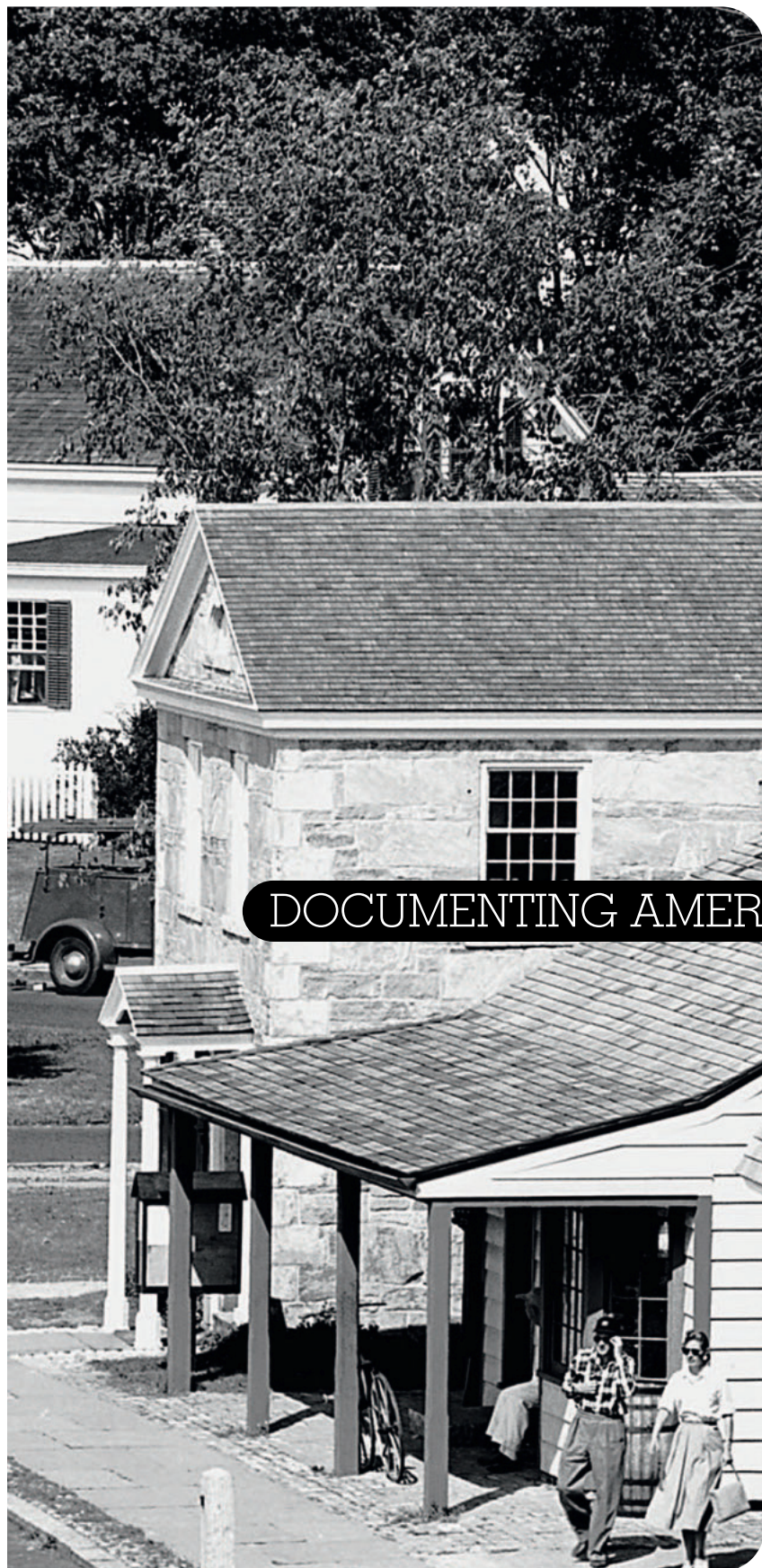


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Mystic Seaport Museum  
includes a 19<sup>th</sup> century village,  
seen here as it was in the 1950s

# Mystic Seaport Museum

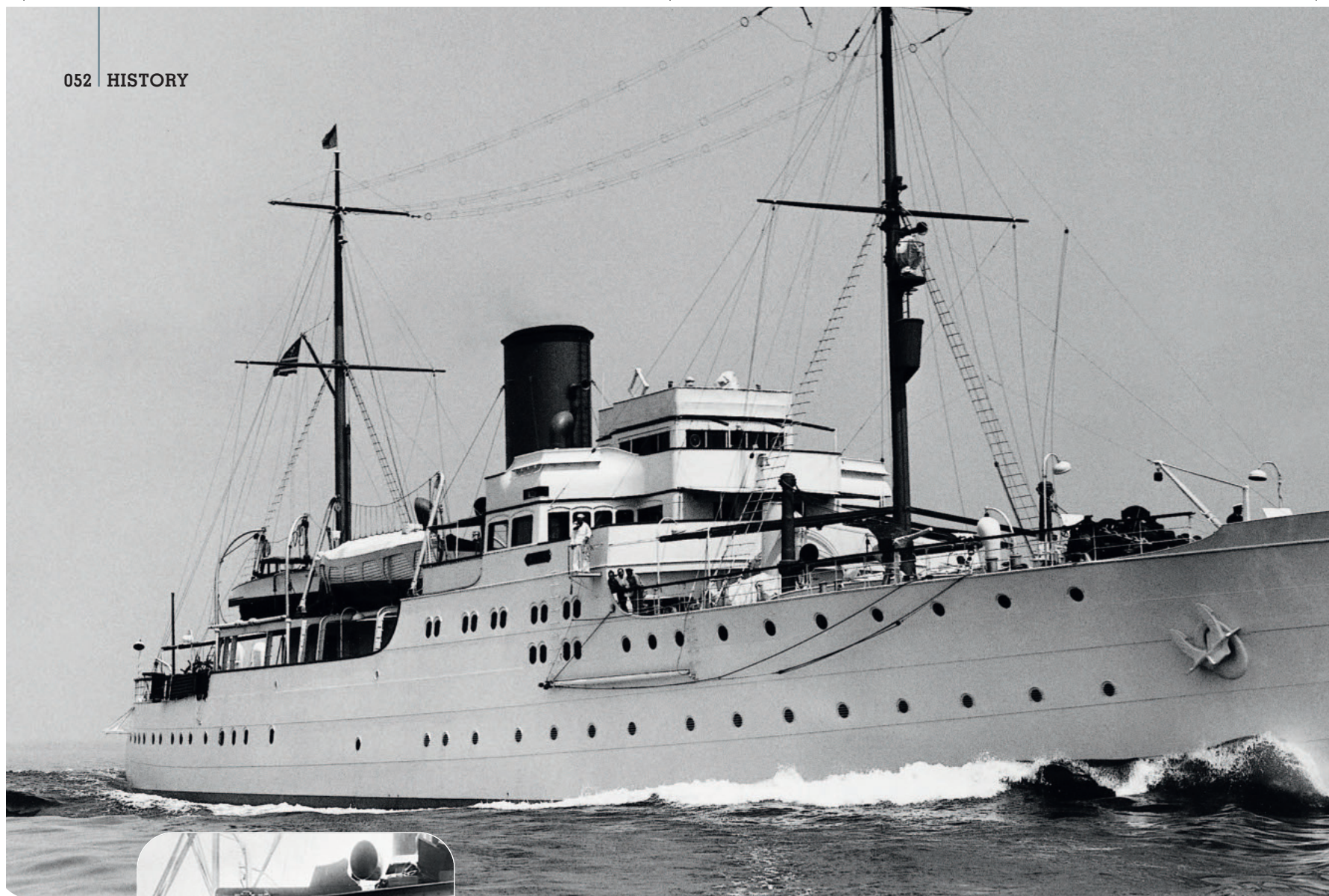
DOCUMENTING AMERICA'S PASSION FOR THE SEA

During the Great Depression, an era commentators frequently revisit these days in search of parallels with the world's current economic woes, yachtsmen found solace in their passion for the sea. In 1929 three men took the first steps that led to the creation of the "Mystic Seaport Museum, the Museum of America and the Sea," an institution that includes priceless archives documenting the history of seafaring and shipbuilding in America.

Story Grace Trofa Images Mystic Seaport Museum

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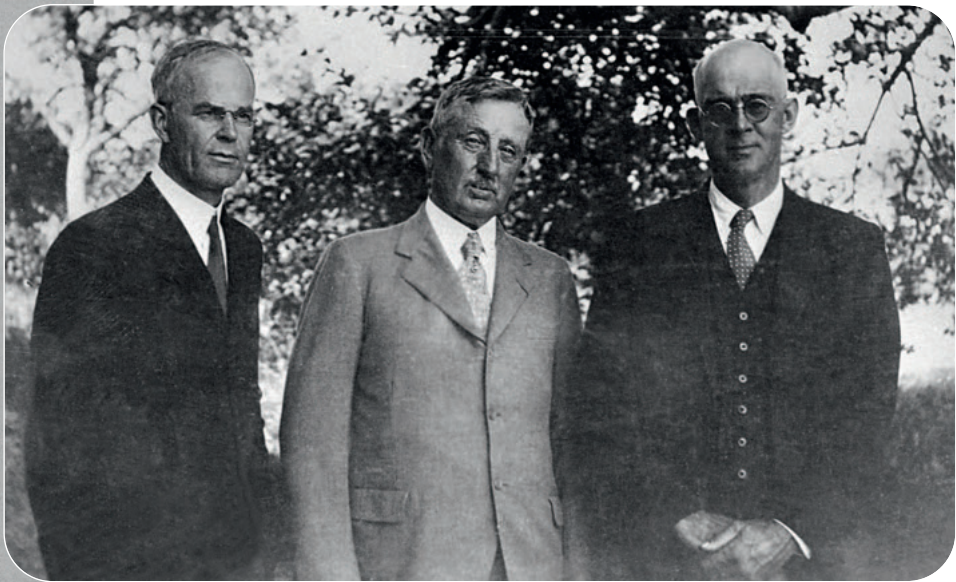
© Collection Gabiraut

The 262' *Alva*, built in 1931, belonged to "Willie K" Vanderbilt

**THE SEA IS INTRICATELY INTERWOVEN** with America's cultural, political and economic history, especially in coastal New England, an area steeped in maritime history. During the bleak winter of 1929, three prominent residents of the town of Mystic in Connecticut, not yachtsmen but rather men who loved the sea, took an initiative that helped preserve the region's maritime heritage for generations to come. Industrialist Edward E. Bradley, Attorney Carl C. Cutler and Dr. Charles K. Stillman created the Marine Historical Association, now known as the Mystic Seaport Museum, in December 1929. Their common goals were to ensure that the area's maritime history remain alive and to preserve rapidly disappearing memorabilia for future generations. There was much to keep. From the time the first Europeans arrived to the early 20<sup>th</sup> century, the banks of the Mystic River in Connecticut were at the center of shipbuilding in North America. According to Mystic Seaport Museum records, more than 600 vessels were built here between 1784 and 1919, in what is described as the "Golden Age" of American maritime enterprise. Eventually, as steamships and railroads began to replace wooden ships, the region gradually turned to other industries. By the time the Great Depression began, textile had long replaced boat building as the primary employer of New Englanders, among them the descendants of fishermen who arrived here during the heyday of the whaling industry.

Despite the Great Depression, donations poured in and the museum was able to make numerous acquisitions, expanding rapidly. In 1941 the Mystic Seaport Museum acquired America's only surviving wooden whaling ship, the *Charles W. Morgan*. This acquisition spurred the development of a historic village, surrounding the dock, where today craftsmen ply their trade, just as they did in the 19<sup>th</sup> century. The museum grew to encompass 19 acres of public exhibit space and 55 buildings. In 2002 the museum opened its \$16 million Collections Research Center, a gigantic resource under one roof. Housed in a former velvet mill, the collection includes 1.4 million maritime photographs dating back



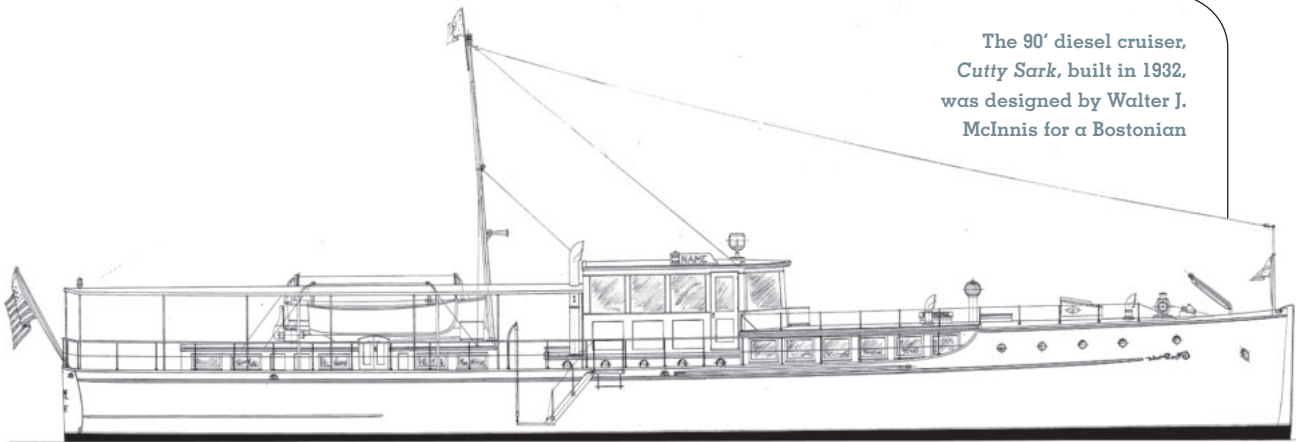


From left to right: Carl C. Cutler, Edward E. Bradley and Dr. Charles K. Stillman, founders of the museum

Mystic Seaport Museum includes a collection of wood carvings and figureheads



The 90' diesel cruiser, *Cutty Sark*, built in 1932, was designed by Walter J. McInnis for a Bostonian



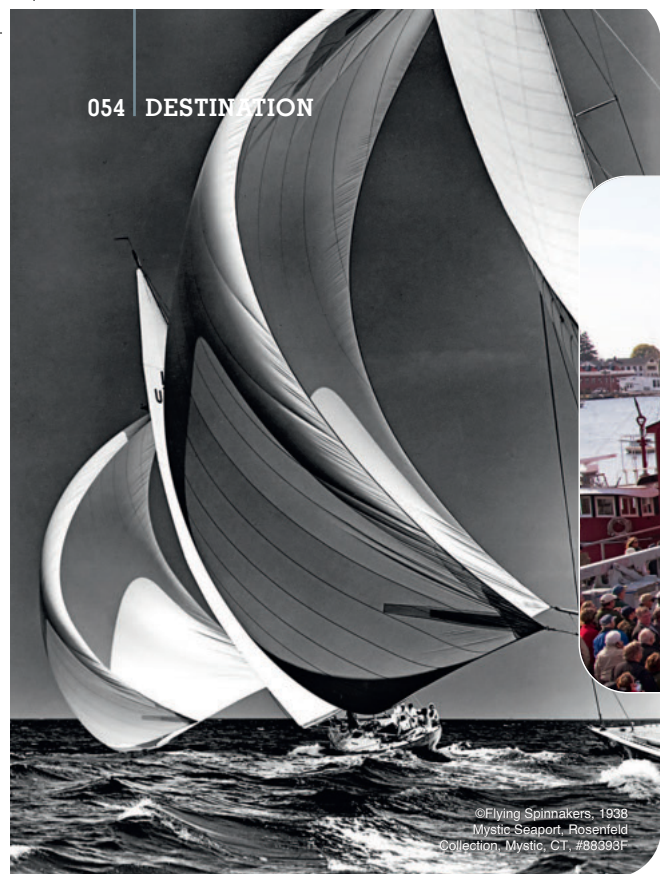
to 1840, 1.5 million feet of film, 1,120 maritime paintings, 500 historic vessels, 125,000 sheets of ship plans, 2,000 ship models, figureheads, tools, carvings and much more. Since the facility's main purpose is preservation, only about 10 percent of the collection is on permanent exhibit.

Browsing the museum and its extensive collection can take weeks, maybe months. We focused on the resources available (periodicals, ship plans and photographs) covering the Great Depression era when the museum was founded. While the financial future of many looked uncertain at best, yachtsmen did not turn their back on their passion for the sea. Advertisements continued to showcase a lifestyle wealthy Americans had grown to love. Design and brokerage firm Ford, Payne & Sweisguth, for instance, advertised yachts available for charter in a Yachting magazine dated February 1930. "Diesel yacht. Ideal for America's Cup Races, 131' x 18' x 6'. Three double staterooms. Two single staterooms, three baths... For Florida charter, Mathis twin-screw houseboat cruiser. 80'3" x 17' 3" x 3'9". Four staterooms, two baths. Large deck dining saloon aft."

Yacht building was booming through the 1920s, and for more than a decade after that shipyards around the world continued to deliver amazing private yachts, many built for the American heirs of industrial and financial empires. One of the Mystic Seaport Museum's collections is a large archive from Cox & Stevens, established in 1905 in New York as a yacht design and commercial brokerage firm. Cox & Stevens designed, among many others, the 234' *Rene*, launched in Wilmington, Del., in September 1929 a mere month before "Black Thursday". The owner, Alfred P. Sloan, was a frequent guest at the Shelter Island Yacht Club in New York, but usually stayed onboard his



## 054 DESTINATION



©Flying Spinnakers, 1938  
Mystic Seaport, Rosenfeld  
Collection, Mystic, CT, #88393F



A working shipyard helps restore historic ships,  
such as the *Morgan* seen here during her haul out

The Rosenfeld  
collections includes  
more than one million  
marine photographs

yacht, anchored offshore due to her massive size. In 1930, the 247' *Reveler* started her long career as a private yacht and after several major refits continues to be afloat as one of the world's largest yachts, cruising today as *Talitha G*. Cox & Steven's designs were under construction around the world well past the start of the Great Depression. The 262' *Alva* built by Krupp Germaniawerft, was built in 1931. Her owner, William K. Vanderbilt II, was the great-grandson of railroad tycoon Cornelius Vanderbilt, and his circumnavigations were well documented.

Shows exhibited new models. The January 1930 New York Silver Anniversary Motorboat Show featured "For the first time in the history of motor boating, a fine line of genuine mahogany V-bottom runabouts...offered at a moderate price." Dwight Lumber Company of Detroit advertised 10 new models of the Dee Wite as "fast, sleek mahogany motorboats...within the reach of everyone." Yachtsmen continued to find ways to pursue their passion well into the 1930s. The 90' diesel cruiser, *Cutty Sark*, named by her Bostonian owner after the famous clipper ship at the heart of the American Revolution, started her career in 1932 at George Lawley & Son Corporation. Admittedly, however, after 1931 orders gradually became more practical in nature, with the launch of more auxiliary cutters and yawls than pleasure cruisers. Many of the grand yachts launched during the late 1920s and early 1930s went into service during WWII. *Rene*, built by Pusey & Jones, served the U.S. Navy as the patrol vessel *Beryl*. *Reveler*, purchased by the Navy in January 1942 was converted to a gunboat by Gibbs Gas Engine Co. of Jacksonville, Fla., and served as *Beaumont*.

The museum has something for nearly everyone, students, historians, designers and all manner of boat enthusiasts. The museum's online library provides a glimpse at the resources available to research subjects as varied as the history of the merchant marine and whaling to the storied past of the America's Cup. One of the Museum's highlights is the Rosenfeld Collection; the world's largest single collection of maritime photography counts more than one million images. Striking black and white images of the America's Cup races are among photographers Morris and son Stanley Rosenfeld's best-known work. Renowned 19<sup>th</sup> century marine artist, James Edward Butterworth meticulously illustrated America's "Golden Age of Sail." The Museum has 51 Butterworth paintings, the single largest public collection from the artist. Butterworth's work is highly collectable, and one of his paintings was recently appraised at three-quarters of a million dollars.

The Wendell Building once contained the whole museum collection. Today it houses an amazing collection of figureheads and ship carvings, including the "Lost Lady", a life-size carving of a woman in flowing robes, from the 318' steam ship *Iolanda* built in 1908. The ship model (one of thousands in the collection) is displayed alongside. Logbooks and photographs that illustrate the *Iolanda*'s 33,000-mile maiden cruise to Japan via the Mediterranean.

Mystic Seaport Museum also is the only maritime museum with its own shipyard. In 1988 artisans from the museum built a replica of the freedom schooner, *Amistad*. Also in the shipyard is the imposing 113' *Morgan*, a ship originally built in New Bedford, Massachusetts in 1841, and now undergoing a three-year, \$5 million restoration, funded by donations. The Mystic Seaport Museum is the fulfillment of the founders' dream, to create a dynamic, educational institution to preserve America's maritime culture and turn the achievements of a past era into an inspirational force for the future.

For more information about the  
collections and resources available online  
visit [library.mysticseaport.org](http://library.mysticseaport.org)

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A SERIOUSLY STYLISH FAMILY YACHT

# Heesen *Man of Steel*

The new 164' Heesen *Man of Steel* is a yacht designed for an active family and experienced yacht owners who, after enjoying a series of fast and sporty vessels, believed the time had come to own a more mature yacht. But, as we discovered on a recent visit onboard *Man of Steel*, maturity can be stylish and exciting.

Story Cecile Gauert Photos Man of Steel



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058 COVER STORY



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LEDs give a shimmering quality to delicate hand-blown glass columns in the dining area



Silver and steel are important elements of the yacht's décor, including in the main salon

**THERE ARE MANY COOKIE** cutter yachts in the 150 to 170' range, says Thom Conboy, a yacht broker with extensive new build experience who has worked with the owners for several years on this and their previous Heesen, a 120' semi-displacement aluminum yacht with a 31-knot top speed. "If you look at yachts in the 50m range, you'll notice there is not a lot of variety, and when somebody tries to design something new, they sometimes go too far in the other direction. This yacht has some very unique features and is refreshing and pleasing to the eye, but I think it has a very timeless look."

In recent years Heesen has made a mark on the yachting world with its stylish and fast aluminum 3700, 4400 and 4700 limited series, but also has built vessels as diverse as full-displacement steel yachts, some of the world's fastest vessels and sportfishing boats. Heesen Yachts works closely with Omega Architects, whose founder, Frank Laupman, worked at the shipyard for a time and has designed several of the builder's limited series.

Laupman and his team collaborated with the owners of the new *Man of Steel*, their build captain and the shipyard to create a yacht that is well adapted to the needs of a young and active family. Although the new *Man of Steel*, delivered to her owners last fall, is in some ways more restrained, with greater range and a much more stately speed than the owners' previous vessel, it definitely bears a family resemblance. The owner added a few unique touches complementing a stylish low profile and arched lines that give this steel displacement hull a sporty look.



060 COVER STORY





The master suite occupies the space normally reserved for the skylounge, which gives it panoramic views all around; the ondeck VIP features a balcony and children's room features colorful fabrics



The new *Man of Steel* is the largest full-displacement yacht built at Heesen to date. An aluminum superstructure tops a steel hull that features a slender bulbous bow. Naval architects designed long bilge keels amidships that work in combination with active fin stabilizers to maximize comfort.

Indeed, emphasis on style has not meant foregoing any of the comforts that guests have come to expect on vessels this size. The yacht's four decks offer ample opportunities for a full complement of 12 passengers to find privacy. The yacht's experienced captain, Pieter Ferreira, who spent close to two years in Holland following the build, pointed out some of the guests' favorite spots on board. The forward area of the wheelhouse deck is spacious enough to accommodate a touch-and-go helipad. But this reinforced deck is most often used as a children's play area, while adults enjoy the versatile seating arrangement just forward of the pilothouse. An electrically operated clamshell bimini provides shade, and cushion inserts covering two hi-low tables easily convert the area into a large sun pad.

The sun deck, accessible from the main-deck lobby or aft deck, has an original layout, with a bar and a row of six stools facing directly forward. Guests seated at the bar are at the right height to enjoy the view, protected from the wind by ideally placed glass inserts under the stainless steel guardrails. A hydraulically-operated sunroof provides shade as needed over most of the sundeck, which includes a spacious lounge and dining area. Located on the after deck, which is devoid of cumbersome equipment, a custom-built Jacuzzi and built-in lounge chairs invite relaxation. The owners can enjoy their own Jacuzzi, located on their private deck just below.

Another favorite spot is the yacht's large swim platform. The active family and their guests have at their disposal a full range of water toys, including four PWCs, a 24' Novurania tender and a 37' Intrepid, which the yacht tows. The yacht includes a garage, which is fully finished in teak and well organized to house a few of the toys. The transom door opens fully and in its down position creates a large beach platform. A dayhead is conveniently placed on this lower deck level. The tradeoff for this large garage is a compact but perfectly adequate engine room with a small control room aft. It houses two 4000-series MTU engines that, coupled to ZF gears and two Shaffran five-bladed propellers, give the yacht a 15.5-knot top speed. During its recent transatlantic crossing, in rough seas typical of a late fall departure from Northern Europe, the yacht cruised at an average 12.5 knots, exceeding Capt. Ferreira's expectations.

The couple who own the yacht were actively involved in the build, Ferreira says. While the husband focused on the exterior styling, his wife worked closely with their chosen interior design firm. Ausperg Design's Mark Wallace and his wife Laurie are both graduates of New York's Pratt Institute and Parsons School of Design. *Man of Steel* is their first yacht project, but they had previous experience working with the couple.

Many of the ideas that give *Man of Steel* a charismatic personality found their inspiration on expeditions through New York's Soho neighborhood and the East Village. A floor in an antique shop inspired the unique and beautiful lobby floor,



## YACHTS





**The design is mature, yes, but also fun, especially in the children's area**

which provides a dramatic entrance on the yacht's main deck. LED lights inserted in the metal frames supporting large, square glass tiles create a floating effect as people walk over a stream of small river rocks. The perfectly matched oval stones, found in Europe, also provide a 3-D effect on the wall of the day head. Another discovery in a New York shop sent everyone searching for the right tint of blue and silver blown-glass columns to create a shimmering and delicate backlit mural in the formal dining room. Appropriate samples were finally found in the Dutch studio of a Murano-trained craftsman who created each delicate piece of glass that adorns the bulkhead behind a square dining table.

The yacht's décor draws inspiration from the elegant Art Deco period, but it remains highly personal. Steel is central to the family lifestyle, and the metal is an important element of the décor. A stairway, seemingly floating away from the wall, is supported by a steel column. It is designed and engineered by the Man of Steel himself, whose flourishing business has enabled him to acquire this latest family yacht. It also inspired the unique mosaic wall, executed in Bisazza tiles, in the children's play room, a playful nod at the family's superheroes, mom and dad, and one of the couple's favorite American artists.

In keeping with the Art Deco theme, the primary wood is a dark maccasa ebony, but a tasteful and unexpected blend of colorful fabrics enliven the lower-level children's and guest rooms, arranged around a spacious lobby. The





full-beam VIP suite occupies the main-deck space most often reserved for the owners' stateroom. Its elegant décor, spacious seating area and ensuite bathroom with unique stone flooring are all great, but the centerpiece of this suite has to be the wide terrace that unfolds on the port side. This special feature, created by Hydromar in cooperation with the yard, is a technical and design feat that includes hydraulic locking, double perimeter seals and inner and outer glazing. The owners' suite, which includes an office and spacious bathroom with double sink, shower and bath, is on the bridge deck aft of the wheelhouse. The unique design places the bed at the center of a circular room with panoramic windows. The bed, located on a platform, rotates fully to face the owners' private aft deck, side windows or a TV housed in a cabinet located in front of the bathroom. An AMX system controls sound, air conditioning, curtains and the position of the bed. The room is elegant and clutter-free. The arrival, late in the build, of a new technology that turns any ceiling panel into a speaker, allowed foregoing visible speakers in the bedroom. Overall, the design favors an uncluttered look, which is evident even in the professional and elegant wheel house. Below the windshield, raked inward as on many commercial vessels and trawlers, are five flat screens and just three custom-designed control panels. Drawers beneath the console help conceal equipment such as satellite phone, the mandatory AIS and GPS. The screens display all the information, but if need be the equipment it is still within easy reach.

Nothing is out of reach of the owners and their family, who like to use every area of the yacht. The well designed pilothouse is a favorite place for the kids, who sit on the brown leather banquette, to do their homework. Twin pilot chairs pivot to face the banquette and double as additional seating for guests visiting the bridge deck. The finishes in the professional galley, beautiful stone and macassa veneer, make it pleasant for the owners to enjoy late snacks during long evenings spent working or to prepare balanced and nutritious meals for the children. The galley includes a walk-in freezer and pantry to take along ample provisions for longer trips. With such attractive features, it is a fair bet to say *Man of Steel* will indeed log considerable mileage in the months to come.



Great outdoor spaces blend into the yacht's overall styling



YACHTS



## 064 COVER STORY

**LOA:**164'**Beam:** 31' 6"**Draft:** 9'**Displacement:** 606 tons**Gross tonnage:** 637 tons**Engines:** 2 x MTU 8V4000 Series M70**Maximum speed:** 15.5 knots**Cruising speed:** 13 knots**Range@12 knots:** 4,000 nm**Propellers:** 2 x Shaffran 5-bladed**Fuel capacity:** 22,700 Gal.**Stabilizers:** Naiad Zero Speed**Bow thrusters:** HRP 110 kW / 150 hp**Generators:** 2 x Kilopack 150 KW

1 x Kilopak 50 KW

**Water makers:** 2 x HEM 158 gph**Fresh water capacity:** 6,100 Gal.**Grey/black water capacity:** 2,000 Gal.**Sewage system:** Hamann**Fire-control system:** Elteck**Monitoring system:** Tjissen MPA**Air conditioning:** Heinen and Hopman**Communication/navigation****equipment:** Furuno**Entertainment system:** Kaleidescape**Tenders:** 1 x 15' 6" Narwhal

1 x 24' 6" Novurania

1 x 36' 7" Intrepid

**Passerelle:** Hydromar**Paint:** Awlgrip**Construction:** Steel hull

aluminum superstructure

**Classification:** MCA

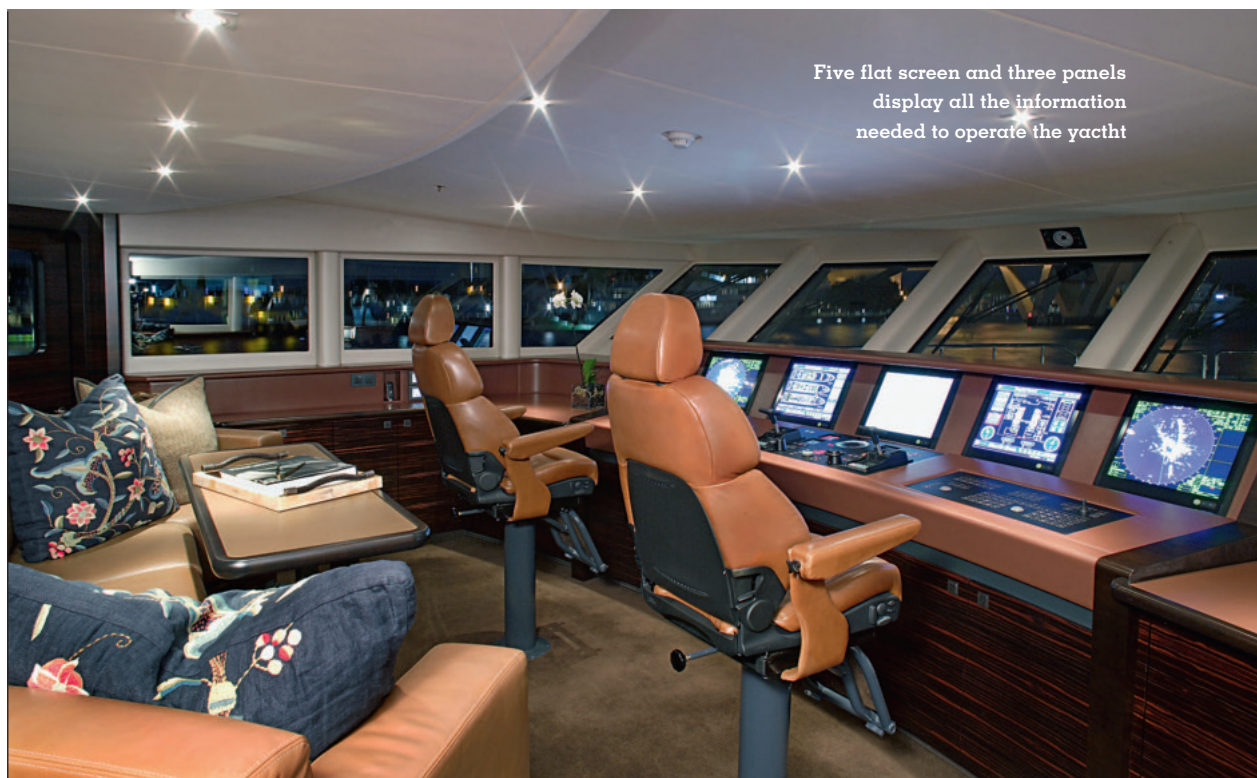
Lloyds Maltese Cross 100A1 SSC UMS

**Project manager:** Pieter Ferreira**Naval architect:** Omega Design**Exterior styling:** Frank Laupmann**Interior designer:** Ausperg Design**Broker:** Thom Conboy

(tconboy@iyc.com)

**Builder/Year:** Heesen Yachts 2008

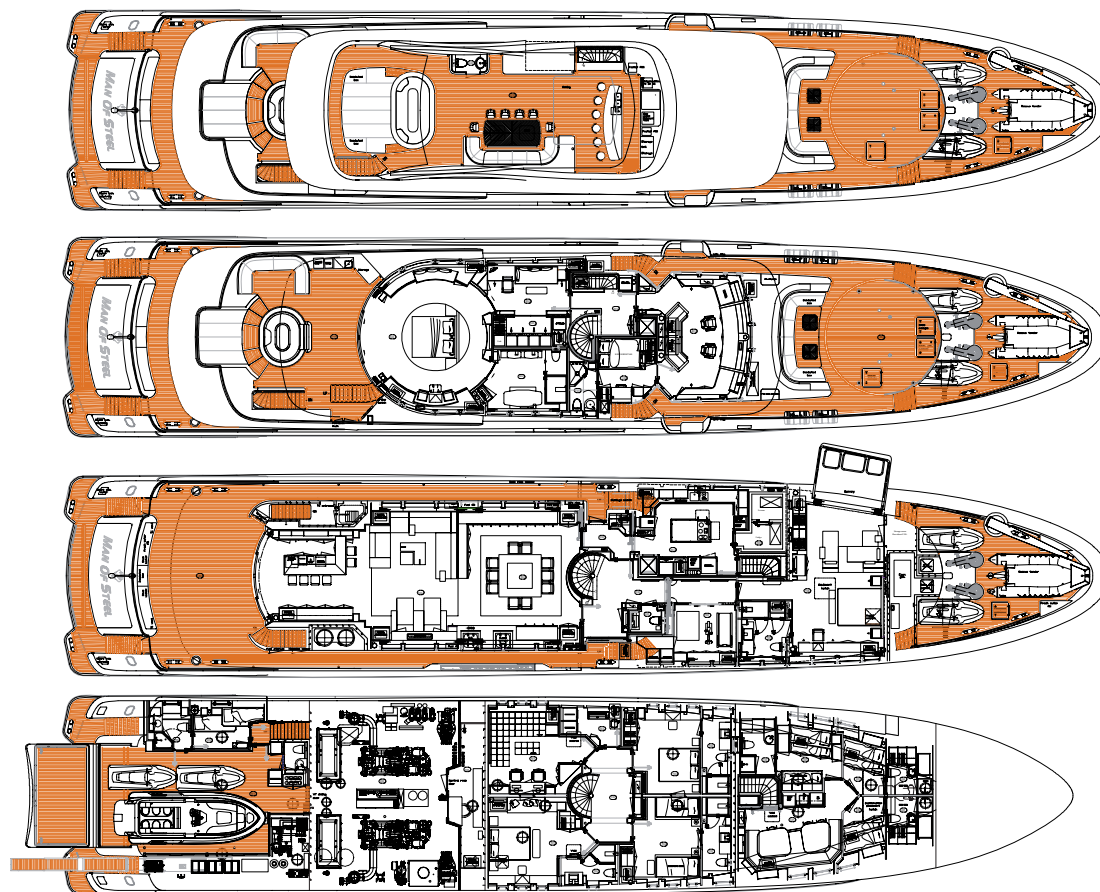
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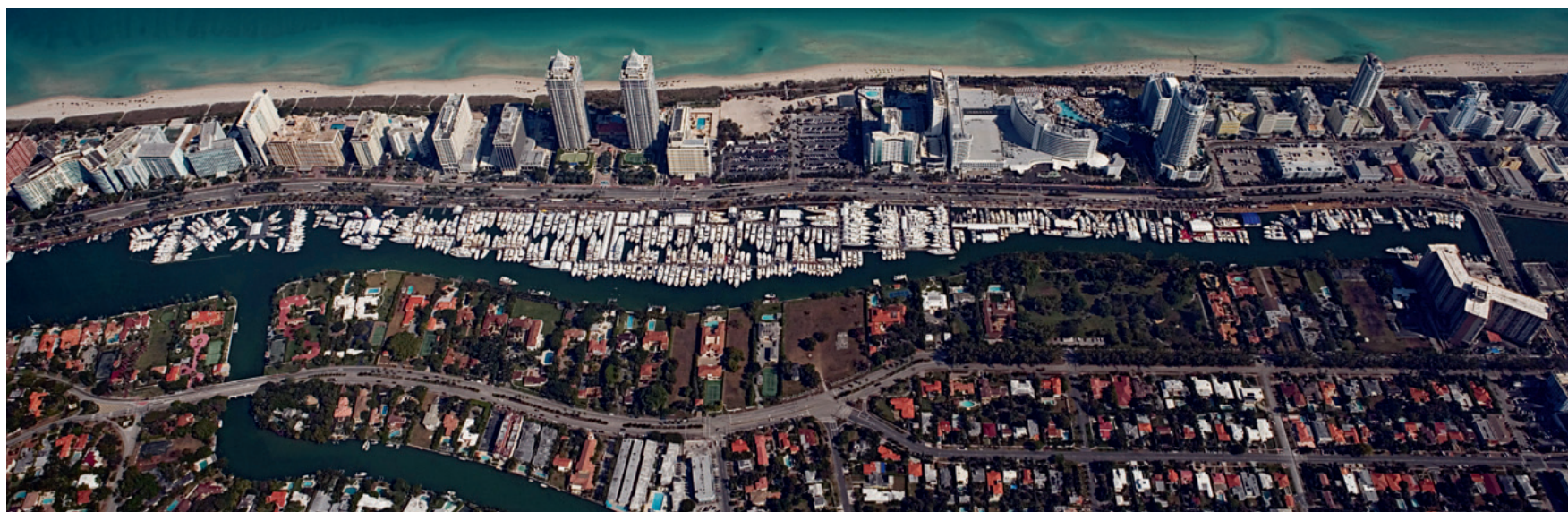
# 2009

Story Yacht International staff

NEW IS THE TICKET

## MIAMI BOAT SHOWS

Despite low expectations, a slightly reduced number of exhibitors and noticeably smaller number of visitors, the Miami boat shows proved the yachting industry still has a pulse and that innovation can quicken it.



A number of exhibitors reported new boat sales, and several manufacturers chose the Miami events to announce or showcase new product. "New" seems to be the buzz word. According to several yacht industry mainstays who have experienced a number of ups and downs over the past decades—a few very serious, such as the luxury tax, which levied a 10 percent surcharge on certain luxury items in the 1990s—"new" may be the key to survival in a clearly challenging market. "You need new products, new ideas, new technologies," said Mike Joyce, who runs Hargrave Yachts, a company started 43 years ago as a design office under Jack Hargrave, which reinvented itself as a custom yacht builder several years ago. For some, innovation

is an established company strategy. Dick Lazzara, chairman of Tampa-based Lazzara Yachts, announced in Miami a new project developed in cooperation with Cummins MerCruiser Diesel. "We have not seen this type of economic challenge recently, maybe ever," he said. "It has been our business plan that this is the time to innovate and bring new product and new concepts to the market place," he said. "You need to be aggressive." Viking Yachts presented its new flagship to the public in Miami, and Executive Vice President Pat Healy said that the New Jersey Company is confident that the 82C will help the company in challenging times. "We call it the one that will bring the bread home," he said, only half jokingly. European builders seem to share the

notion that innovation is an important strategy while the market morphs into a very different animal than what it has been for the past few years. "I came to the Miami boat show very worried," said Ugo Garassimo, vice director general of Azimut Yachts, which showed for the first time at a U.S. show its innovative 103S (see YI May 2007 issue for a full review). Sales to South American customers helped assuage fears that the Miami shows would be a bust. Azimut Yachts recently acquired the Intermarine shipyard in Brazil, and there are no plans to curb an ambitious plan to launch 25 new products in the next five years. "We are cutting cost, but what we have not cut is our product development," he said. "New product is what makes the difference."

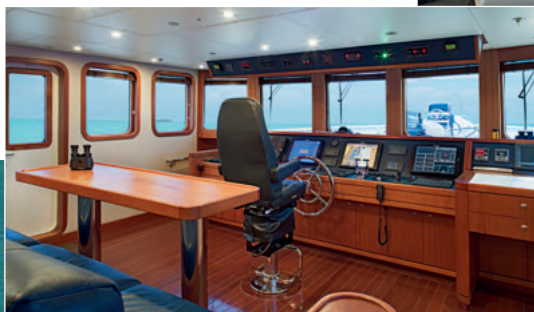
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For additional thoughts about the yachting industry and the present economy, please visit our online edition, and browse the following pages for new models and technology introduced in Miami.

**YACHTS**



**LOA:** 111'6"  
**LWL:** 97'8"  
**Beam:** 23'5"  
**Draft (fully loaded):** 8'10"  
**Displacement full load (metric tons):** 320 tons.  
**Maximum speed:** 14 knots  
**Cruising speed:** 12 knots  
**Range:** approx. 4,000 nm  
**Engines** 2 x CAT C-18 rated 715 hp @ 2,100 rpm  
**Fuel:** 11,600 Gal.  
**Fresh water:** 4,890 Gal.



For more information, in the U.S. contact All Ocean Yachts, Ph: + 1 954 671 0107, or visit Inace on the web at [inace.com.br](http://inace.com.br)

## FAMILY FIRST Inace 111' *Catalonian Spirit*

There is indeed spirit onboard the newest yacht delivered by Brazilian explorer yacht specialist Inace, and it is a family spirit. The fully custom vessel, exceptionally voluminous for its length, was designed and built to accommodate three generations of a large family that likes to travel together. *Catalonian Spirit* has seven good-sized staterooms divided over three decks, many equipped with a combination of twin, bunk and Pullman beds for flexible sleeping arrangements able to accommodate 22 passengers, including grandchildren. The spacious sky lounge offers ample seating on a huge L-shape sofa facing a bar attractively engraved on its side with the names of the owners' previous yachts and is equipped with a large TV screen for cinema-quality entertainment. The flybridge is a vast expanse, stretching to the full extent of the yacht's 23' 5" beam. Here pillows and thick mats complement built-in seats and tables located under a hardtop and around the forward perimeter of the deck. A large Jacuzzi is perfect for a refreshing plunge. A dayhead and a washer and dryer, one of three sets onboard, are conveniently located here. The professional galley, close to the formal dining room of the main deck, is especially spacious and well organized to store and prepare food for a crowd. It provides access to the compact but well-finished crew quarters, located forward of the main deck. Inace, a family-owned shipyard based in Fortaleza, designed the yacht inside and out and built it to comply fully with MCA rules for unrestricted navigation. The yacht has a steel hull with 5/16" thick bottom plating, an aluminum superstructure and aluminum or steel-framed windows with 22mm tinted tempered glass. At the core of it all is a large engine room with plenty of headroom and housing all the systems required for comfort during long-range cruising and at anchor, including American Bowthruuster stabilizers. The wheelhouse offers good visibility through vertical windows and an array of easy-to-read digital displays to oversee the ship's systems while underway. Brawny deck hardware helps secure the yacht at anchor. *Catalonian Spirit's* interior décor exudes warmth and comfort. The primary wood veneer is rainforest Cedar in a warm caramel tone with satin finish, and countertops are in Spanish marble. The feel is that of a comfortable but sophisticated home.



## LARGER POCKET MEGA YACHT

## 97 Moonen *Sofia II*

The Dutch builder Moonen can pack a lot of yacht on relatively short hulls and its vessels have earned the nickname of "pocket mega yachts." Yet the pocket mega yachts are growing. Moonen is building a 99' Alu yacht series; a 124' yacht is currently under construction, and there are plans for yet possibly larger models. *Sofia II* is her owner's second Moonen (he previously owned an 84' yacht) and hull No. two of the 97 aluminum custom series, designed by René van der Velden with naval architecture by Diana Yacht Design. Closely related in design and styling to the 84', the Moonen 97 has larger salon and dining areas, larger staterooms and a longer flybridge (extended yet further on *Sofia II* to accommodate a large custom tender and a couple of PWCs). Art-Line created *Sofia II*'s handsome interior. Warm cherry panels and light maple trim complement contemporary yet warm furnishings. The main deck's design maximizes the open feel with big side windows and views all the way forward to the wheelhouse. The lower deck features a full-beam master with walk-in wardrobes and a private ensuite bath, located just forward of the engine room. Insulation ensures the twin Caterpillar C-18 engines are barely audible, even as the yacht goes 13 knots, its top speed. Two cabins with twin beds (that can be joined to form one large bed) and a forward VIP with queen-size bed are equally quiet and elegant. The displacement yacht, designed with a round bilge, can cruise continuously with engines at maximum rpm, according to her captain who took *Sofia II* across the Atlantic this past winter. The yacht has a 4,000nm range at 10 knots. The crew quarters are accessed through a transom door, past a large storage area, another of this yacht's custom features, which is ideal to accommodate water toys and diving equipment. From here the captain can keep an eye on all the yacht's systems through the monitoring system by Tjissen Elektro. Other display screens are located in the engine room and wheelhouse. The yacht is also equipped with a thermal night vision camera.

**LOA:** 98'5" • **LWL:** 89'3" • **Beam (max):** 23'10" • **Draft:** 7'15" • **Fuel:** 7,306 Gal. • **Fresh water:** 1,770 Gal.  
**Engines:** 2 x Caterpillar C18 rated 448 bkW @1,800 rpm • **Maximum speed:** 13 knots • **Cruising speed:** 12 knots



For more information, visit [moonen.com](http://moonen.com)



## MAKING A TIMELY COMEBACK

## Grand Banks 65 Aleutian RP

The original Aleutian raised pilothouse model that launched the series back in the 1970s has been upgraded, updated and lengthened by a foot. The new Aleutian 65's flybridge boasts added length, which makes the area noticeably more spacious and provides cover for the expanded aft deck, which can now be enclosed against inclement weather. Double wing doors, flanked by large windows that together afford improved visibility, lead inside. Forward in the roomy U-shape galley a novel suspended cabinet recedes into the ceiling at the touch of a button to allow nearly unobstructed views from the helm sternward through the salon. Wide side decks enable guests and crew to circulate around the vessel with ease. Noteworthy deck plan options and upgrades include a main deck dayhead, additional stairways and a two-bunk crew cabin that can also be reconfigured as an office or for additional storage space. Electronically controlled diesel engines help reduce emissions and engine idle noise.

**LOA:** 65'4" • **Beam:** 19'10" • **Draft:** 5'4" • **Fuel:** 2,200 Gal.  
**Water:** 440 Gal. • **Engines:** 2 x Caterpillar 873 bhp

Additional information is available at [grandbanks.com](http://grandbanks.com)





070 MIBS 2009



For more information and dealer contact, visit [vikingyachts.com](http://vikingyachts.com)

**LOA:** 83'6"  
**Beam:** 22'4"  
**Draft:** 5'6"  
**Fuel:** 3,000 Gal.  
**Water:** 425 Gal.  
**Displacement:** 158,000 lbs.  
**Engines:** 2 x MTU 2000 V16 M93  
 or 2 X CAT C32-A  
**Maximum speed:**  
 Approx. 37.9 knots  
**Transom deadrise:** 10 degrees



## Viking 82 Convertible LEAN FISHING MACHINE AND YACHT

The new Viking 82 is the latest sportfishing machine to emerge from the family-owned New Jersey shipyard. Several years of development and research, including thousands of hours of tournament fishing and extensive tank testing, went into creating this, the new Viking flagship. An impressive bow and a dizzyingly tall tower (height from water line to the top of the flybridge hardtop alone is nearly 20') are two of the boat's most striking outward features. Then comes the fully-equipped 220-sq.-foot cockpit, complete with freezers, storage space, and bait, fish and stowage wells. From the cockpit mezzanine, protected by the flybridge overhang, an electric sliding door opens onto a very large salon, with sizeable side windows. Taking full advantage of the boat's beam (22' at its widest point), this wide open space accommodates a comfortable dinette with built-in seats for five and a fully equipped galley with dishwasher, trash compactor and a microwave/convection oven. Open on both sides to facilitate access, the galley boasts a large granite countertop, which doubles as a bar. At the boat show, the salon's 52" plasma TV screen displayed the new Viking 82 in action (more than 37 knots fully loaded), but one can easily picture instead a ball game or the latest flick, which family and friends can watch in perfect comfort while seated on the plush L-shaped sofa or perched atop the three swiveling bar stools. A large storage room, which can be equipped with an additional freezer, and abundant closet space is located forward of the galley. From here wide stairs lead to the lower-deck accommodations. The full-beam master stateroom rivals many seen on traditional yachts. Portlights are a welcome addition, shining natural light over a vanity or desk. The décor on hull one is masculine and stylish. A wide choice of finishes is available, and owners can also choose the shape of the windows or, for those attached to tradition, opt to forego them altogether (but why would you?) The stateroom has a private bathroom with dual sinks and shower and ample closet space. In this hull the stateroom is located near the boat's center of gravity, just forward of the engine room, but an alternate layout is available, positioning the stateroom forward with the king bed at an angle in order to maximize space. Four additional staterooms, each with a private head, offer a variety of sleeping accommodations. The open flybridge, accessible via a ladder, features a center helm console with a complete instrument panel protected by an all-weather clear cover, and three helm seats on stainless steel pedestals. Ample seating is available in the lounge that wraps around the forward part of the deck, equipped with good storage and refrigeration space. Hydraulic steering with power assist helps maneuver the 79-ton 83'6" hull with, we're told, "one finger". The engine room, accessible from the cockpit, is immaculately finished in white Awlgrip and features twin CAT or MTU engines mounted on steel beds and coupled to Nibral S class propellers.

YACHTS



## A TRAWLER FOR FOLLOWING SEAS

### Kadey Krogen 55

The catchy slogan "life begins at 55" seems apropos to this blue-water passagemaker whose design reflects all the wisdom of maturity. Hull number one of the new Krogen 55 expedition series is designed to be owner-operated over long distances. The full displacement design features, end-to-end symmetry and a "wineglass" transom (styled after commercial vessels) are structural elements that the manufacturer says result in better handling and ride capability, especially in turbulent seas. Below decks, five watertight bulkheads, massive stringers and automatically sealing vents are designed to meet or exceed safety standards in comparable vessels. Interiors are very livable; with an apartment-sized galley equipped with gourmet appliances, a master suite with walk-around berth, and a guest cabin that converts to an office for live-aboard requirements.

**LOA:** 55' • **Beam:** 18' • **Draft:** 4'8" • **Fuel:** 1800 Gal. • **Water:** 520 Gal.  
**Engines:** John Deere 6068TFM M1, Tier 2, 158 bhp @ 2400 rpm  
**Range @ 8 knots:** 3,000 nm

Contact Kadey Krogen, Ph: +1 800 247 1230 or visit [kadeykrogen.com](http://kadeykrogen.com)

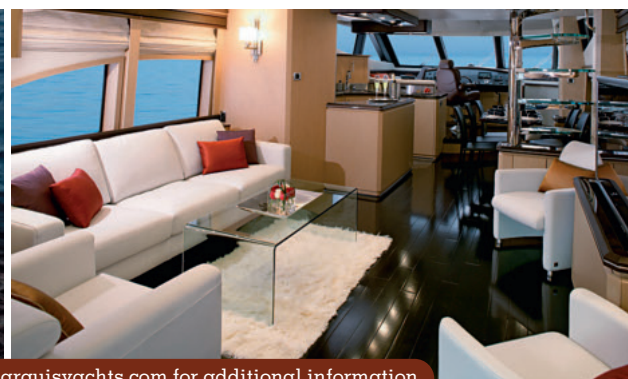


## ITALIAN BY DESIGN

### Marquis 720 by Valentina Zannier

Wisconsin-based Marquis Yachts builds European-styled yachts to American standards. In order to achieve the look and the feel of European vessels, Marquis Yachts early on partnered with the Italian design firm headed by Carlo Nuvolari and Dan Lenard, who also work in the U.S. with Wisconsin-based Palmer Johnson, to develop its line. From the very first model, the 420 SC, Marquis Yachts has shown a determination to innovate. The Marquis 500 won a *World Yacht Trophy* for best interior design in Cannes last fall. The new 720 open flybridge, whose interior décor was created by Nuvolari-Lenard's Valentina Zannier, is a pleasant blend of U.S.-style amenities with contemporary European influence (furniture, lighting fixtures and some of the fabrics are from Italian companies). Light oak veneer and white furniture stand out against the salon's dark sole in Brazilian cherry. The nod to U.S.-style yachting on this main deck is the open galley, attractively finished with marble counter tops and equipped with full-size stainless steel appliances. A nearby dining table seats six. The helm station—stylish, compact and complete—is conveniently located on its own island, so to speak, away from the deck's main traffic patterns but still close enough for the operator to have company. An attractive sculptural structure in the main salon turns out to be the staircase leading to the flybridge—a series of rounded glass steps wrapped around a steel column, which are easier to ascend than they look. The flybridge can welcome a small crowd with an inviting C-shaped bar with sink and built-in refrigerator and comfortable salon seating. Two companion seats are located across from the pilot seat and the compact exterior helm station. Equipped with power steering and Marquis' patented docking system (including bow and stern thrusters) with wireless remote-docking control, this yacht can be owner operated, but adequate crew quarters, accessible through the transom door, are available. The lower deck also accommodates three or four staterooms, according to the chosen layout, including a large full-beam master with an ensuite bathroom. Italian-made fabrics and light fixtures jazz up the blond oak veneer and plush white carpet for a serenely stylish decor.

**LOA:** 72' 1" • **Beam:** 18' 4" • **Draft:** 4'11" • **Weight:** 60 tons • **Fuel:** 1,300 Gal. • **Water:** 200 Gal.  
**Engines:** MTU 2000 series 1,360 hp to 1,500 hp and CAT 32 1,421 hp to 1,676 hp **Design** - Nuvolari Lenard • **Certification** - CE A



Visit [marquisyachts.com](http://marquisyachts.com) for additional information

## YACHTS





072 MIBS 2009

**LOA:** 77'3" • **Beam:** 18'  
**Engines:** 2 x 1,800 hp MTUX 12V 2000 M93  
**Transmission:** Arneson Drive ASD 14  
**Maximum speed:** 42 knots  
**Cruising speed:** 35 knots • **Fuel:** 1.453 Gal.  
**Range:** about 350 nm  
**Naval architect:** Marco Casalli

For more information see [alliedmarine.com](http://alliedmarine.com)

## Itama 75 FORWARD RETRO



Allied Marine, the newly acquired retail division of the Ferretti Group, presented for the first time in the U.S. the Itama 75. The idea behind the Miami Yacht & Brokerage Show debut was to test the waters with a brand that has enjoyed much success in Europe but is little known here. The Itama 75 does look right at home anchored off the shallows of Key Biscayne or docked at a chic condo in Miami Beach. Built in Italy, at the ultra modern Torre Annunziata Yacht Center, this open yacht presents a very classic style. Although almost retro in its esthetic—which, by way, is the whole idea behind the concept—it is a thoroughly modern yacht with features such as sliding furniture to adapt the layout to the number of guests and the activity of the moment; a carbon hardtop to shade the center console (with an integrated glass panel that lowers to protect the operator in case of inclement weather) and an attractive glass door opening outward for access to the forward sunbathing area. The privately-owned version now in Miami was customized to appeal more especially to the U.S. market, with a nice salon facing the ultra modern galley below deck. A full-beam master stateroom features a great lounge chair, designed to cradle the shapes of a body in relaxed mode in front of the portside portlight for primo water views. Two additional guest suites include a forward VIP. The European version has a fourth smaller cabin suitable for a nanny or youngsters. The space gained by its absence on this version is appreciable, especially since the lower deck salon is the only social area truly indoors. Décor and furnishings are definitely in line with the Italian school of design, contemporary but warm. The deep-V fiberglass hull is destined for speed, and twin 1,800 hp MTUs coupled to Arneson surface drives are happy to oblige.



## A MILE IN 1.5 MINUTES OR LESS

### Stealth 520

Although this is designed as a utility boat, its design and technology are applicable to pleasure boats, which Stealth Yachts also builds. During a sea trial in Miami the performance of the Stealth 520, a "Resort Utility Vessel," attracted much attention, especially when it blew by chagrined tourists aboard the "Thriller" who moments earlier thought they were riding a go-fast boat. The Stealth went from an unassuming idle beneath the Venetian Causeway to an exhilarating 45 knots in less than 30 seconds, then managed to comfortably maintain a 40-knot speed despite a 30-knot north wind churning up one- to three-foot seas. The hydrofoil-supported catamaran design allows the Stealth to shoot over the surface for a ride more akin to an aircraft in slight turbulence than to a high-speed mono hull subjecting passengers to a pounding with every wave. The Stealth 520 transports up to 42 guests with luggage. The vessel can be custom-configured as required.

**LOA:** 52' • **Beam:** 18' • **Draft:** 3'9" • **Fuel:** 460 Gal. • **Water:** 113 Gal.  
**Engines:** 2 x Man R-6 800HP • **Maximum speed:** 48 knots  
**Cruising speed:** 37 knots • **Range:** 370 nm

For more information please visit [stealthyachts.com](http://stealthyachts.com)



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## Newport 71 SS4 **POD POWER**

As the U.S. distributor of, among others, the Outer Reef, Molokai Strait and Apremare brands, Fort Lauderdale-based Global Island Yachting Group over the past few years has developed a nice portfolio of trawler-style and rather classic yachts. So it came as a bit of surprise to discover the newest addition to its product line, a nearly 72' sporty-looking express-style yacht. Built in Taiwan at the New Ocean yard, this model is part of a new line now available in the U.S. under the Newport brand name. In the initial plans, the yacht was designed to accommodate twin Caterpillar C32 engines. But Tampa-based Lazzara Yachts and Swedish powerhouse Volvo Penta, having proven the viability of IPS drives in a quadruple installation (which Lazzara's LSX 75 pioneered two years ago), shipyard manager and naval architect Jason Kao and Trey Beasley, one of AGYG's partners, decided to switch to that emerging space- and fuel-saving technology. The yacht's nicely open main deck benefits from long windows and a sizeable windshield. The captain has at his or her disposal a well organized and stylish portside helm station complete with digital display and easy-to-use joystick controls. This area also overlooks an open galley located just below, equipped with full-size appliances and an easy-to-maintain corian-top bar. A full-beam ensuite master stateroom benefits from nicely sized hull-side portlights. A forward VIP and a guest cabin, with a double bed, complete the overnight accommodations. This yacht sports a vivid blue hull and white superstructure. The aft deck and swim platform, which provides access to a hydraulically operated tender garage, are finished in teak. For the first hull to be introduced in the U.S., Beasley chose cherry interiors with a satin finish, neither too traditional nor too modern, and designed to appeal to a wide range of tastes. The décor can be customized, and other styles are available. On a sea trial shortly before the Miami show, the yacht, with a  $\frac{3}{4}$  fuel load, reached a 29.7-knot top speed in a formed sea.



**LOA:** 71' 3" • **LWL:** 62' 9" • **Beam:** 17'6" • **Draft:** 5' • **Displacement:** 74,000 lbs. (Half Load)  
**Engines:** 4 x Volvo 600 IPS @ 435 bhp • **Fuel:** 1,200 Gal. • **Water:** 300 Gal.

More information: [www.agyg.com](http://www.agyg.com)

## ENERGIZED RAISED PILOTHOUSE

### Hargrave's 100' *King Baby*

The Owners of *King Baby* drew inspiration from good friend Mitchell Binder, designer of King Baby Jewelry fame, who created a name, a logo, lettering and a King Baby crest for their yacht. During the christening ceremony at the Miami show the owner explained, "King Baby stands for a Freudian kind of thing that evolved in the thirties and it means I want it and I want it now!" And Hargrave delivered superbly. Although its styling is similar to the 97' raised pilothouse *Cocktails*, *King Baby's* interior arrangement is highly customized and includes features Hargrave has never attempted before. The end product is proof of the builder's ability to accommodate significant owner design input. The layout includes four ensuite staterooms, a spacious country kitchen, a flybridge Jacuzzi and plenty of social spaces for gatherings, including a sumptuous white onyx bar with LED backlighting. Yacht Interiors by Shelley are thematic, with a rock and roll composition that reflects the spirited attitude of Hargrave's possibly youngest owners. Limited edition photos and triptychs set the mood in rooms, heads and hallways, and include vintage portraiture of Jim Morrison, Keith Richards, John Lennon and Madonna, to name a few. Yet, despite edgy furnishings, a dramatic color scheme and King Baby logo on everything, the atmosphere is homey, not the least bit ostentatious.



Contact Hargrave at [hargrave.org](http://hargrave.org)

**LOA:** 100' • **Beam:** 21' • **Draft:** 5'9"  
**Fuel:** 3,200 Gal. • **Water:** 600 Gal.  
**Engines:** 2 x Caterpillar C32 1675 hp  
**Maximum speed:** 21 knots  
**Cruising speed:** 18 knots  
**Range:** 1,000 nm @ 12 knots



# LSX

NINETY TWO



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Txt "lsx" to 24453 for more info on the new LSX 92





## MASTER TRANSFORMER

# Riva 68 Ego Super

Among the Ferretti brands represented in the U.S., Riva enjoys a well deserved reputation for quality and innovative design. As if to prove the point, Allied Marine presented in Miami the newly redesigned version of Riva's 68 Ego Super. The yacht comes in the same award-winning envelope as the original, with two tones—sand and anthracite— perfectly consistent with the yacht's sporty personality. The redesign has addressed changing habits; gradually more and more boaters have come to appreciate the convenience of an enclosed main deck for more air-conditioned space, but designers also have become better at creating a flow between indoor and outdoor venues. At the forefront of this trend, Riva appears to have perfected the art of transforming spaces. On this model for example, banquettes located on the aft main deck, on either side of a hi-low and foldable table, feature moveable backrests that allow guests to sit (or recline) facing either the sea astern or forward toward the entrance to the salon. This area thus becomes ideal for sunbathing or a casual outdoor lunch, protected by a bimini that retracts into the hardtop. Another sunbathing area, accessible via side decks, is located forward. A sliding sunroof above the salon helps flood the interior with sunlight and sea breezes on a beautiful day. The compact helm station is positioned on the starboard side, and the modern galley and a smaller dining area are located below. The staterooms, which include a full-beam master aft, a forward VIP and a guest cabin with twin beds, are larger than their counterparts on the original model. Twin MAN 1,550 hp Common Rail engines make the hull particularly dynamic, producing a top speed of 38 knots and a cruising speed of 34 knots.

**LOA:** 68'3" • **Beam:** 17'11" • **Fuel:** 951 Gal.  
**Water:** 208 Gal. • **Engines:** 2 x MAN V 12 1550 CRM  
**Maximum speed:** estimated 38 knots  
**Cruising speed:** estimated 34 knots

For more information visit [alliedmarine.com](http://alliedmarine.com)



For dealer contact or additional information visit [vicemyacht.com](http://vicemyacht.com)

## TRADITION WITH A MODERN TWIST

# Vicem 72 Classic Flybridge

The Vicem 72 Classic Flybridge, is the newest model in the range of classic-looking yachts. Originally inspired by the Down East style familiar to boaters in the U.S. northeast region, and built with modern techniques and amenities by Vicem Yachts in Turkey. Vicem Yachts USA President Michael Landsberg, who bought a Vicem yacht several years for his personal enjoyment before joining the company full-time last year, suggested the yacht's very attractive galley down layout, which helps bring natural light from the windshield to the accommodations below. Fine matched wood grain cabinetry and paneling, contemporary bathroom fixtures and a spray of blue LEDs above the master king bed, add extra refinements to this classic design. Accommodations are all ensuite and include a master with king bed positioned to starboard amidships, a forward VIP and a twin-berth guest cabin. An optional four-stateroom layout is also available. The flybridge is a great addition for beautiful days, but the model is also available as a sedan-style cruiser. The well-designed and compact helm station provides perfect visibility and convenient access to the walkway on the starboard side. The helm station owes its classic looks to a veneer-clad console and finely crafted wheel that belie the latest in electronics and systems, including hydraulic power steering and a Side Power thruster, which together allow operating the yacht without a crew. However, if needs be, a small twin-berth crew cabin is available, just aft of the engine room. Equipped with twin 1,550 hp Man diesels the yacht reaches a maximum speed of 28 knots and a 24-knot cruising speed. Other power options are available. —

**LOA:** 72' • **Beam:** 18'5" • **Draft:** 5' • **Fuel:** 850 Gal. • **Water:** 400 Gal.  
**Engines:** 2 x 1550 hp MAN diesels • **Maximum speed:** 28 knots • **Cruising speed:** 24 knots



# Economy falls into recession

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078 ON BOARD



YACHTS



ONE OF A KIND

# Admiral *Sea Force One*

When she made her debut appearance at the 2008 Monaco Yacht Show, the Admiral 54 Sea Force One created quite a buzz. The yacht's exterior is elegant with a slight modern edge, but does not adequately prepare first-time visitors for the surprises inside. The décor, which shows a flair for the dramatic, leaves no one indifferent. **Story** Franck Van Espen **Photos** Maurizio Paradisi

YACHTS





The general arrangements position the main salon where it is usually found on most yachts of this type; that's the only concession made to a traditional approach to design

**IN 2005, THE 29 YEAR-OLD** shipyard Cantieri Navali Lavagna (CNL), owner of the Admiral brand, and Genoa-based T. Mariotti, a specialist in steel construction established in 1928, merged. The new company, named AMY (Admiral Mariotti Yachts), promptly developed and launched a line of fast and stylish yachts in aluminum, ranging in size from 105' to 145'. This is the shipyard that *Sea Force One*'s future owner chose to realize his vision. Thus, the new admiral of the AMY fleet is a 177' all-steel hull with an aluminum superstructure and a stately cruising speed of 12 knots. With both Caterpillar engines at full power the yacht achieves a 17.5-knot top speed.

Italian designer Luca Dini gave the yacht attractive lines and included several terraces, which have appeared in recent models built by other Italian shipyards such as CRN and Sanlorenzo Yachts. Two are included on the owners' suite level, and another opens near the main-deck foyer for easy boarding from the starboard side. Above the vessel name is the emblem of a partially masked skull. Other than that, very little can prepare the visitor for the fantastic universe that awaits inside.

*Sea Force One*'s owner, "Captain Magic", envisioned a wild and unexpected world to escape his day job in London's high-pressure banking world. An avid collector of modern art, he selected unique art pieces, which he meshed with music and light to create, in collaboration with designer Luca Dini, an alternate reality.

As we step onboard from the aft deck and the glass doors slide wide open, a rock, oddly shaped like a Buddha, is the first object we encounter in the salon. Backlit fabric-covered panels forming pyramids guide the visitor to the salon's centerpiece, a video sculpture by Italian artist Fabrizio Plessi. Its mirrored wall features a dozen or so metallic cones that enclose round screens flashing a rapid succession of images in psychedelic colors. Directly in front of the wall, occupying the center of the salon, is a sofa









**Fabulous stars  
twinkle inside the  
master stateroom;  
the suite also has  
two balconies that  
allow enjoying the  
real thing during  
beautiful evenings**

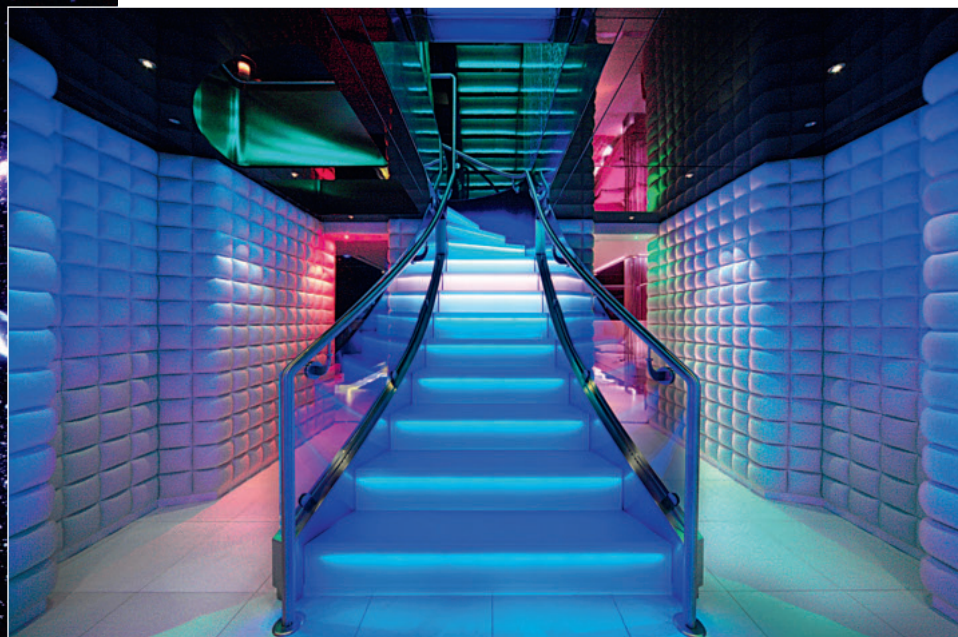
covered in white fur, and a coffee table lighted from inside to reveal an unusual and slightly macabre sculpture. German-born American artist Kiki Smith created the carefully arranged structure of golden bones and skull that occupies the center of the table. A lounge chair, suspended from the ceiling by metallic cables, hovers over the wenge floor under the watchful eye of a silver-plated parrot.

There is no doubt now that we are in for a treat. Moving forward, a lounge area opens onto the main-deck foyer, which provides access to the yacht's lower and upper decks. This space, which has more than a utilitarian function, has not escaped the attention of the decorator. The steps that lead to the lower deck are lit from the inside and appear to be floating. Glass inserts into the floor accentuate the overall feeling of suspension and offer a sense of the yacht's true scale. Another unusual sculpture in this area is what appears to be a gigantic fishhook.

The master suite, forward on the main deck, has received particular attention. The owner's high-tech office includes contemporary furnishings and an alcove with leather paneling, possibly inspired by a recording studio, with banquette seating for five. The bedroom is out of this world, literally. The closet's mirror doors are engraved with the outline of the

## YACHTS





The master's office is fully functional but also playful; unusual materials and faucets are a cure for the common bathroom





084 ON BOARD

five continents. The opposite wall includes constellations bathed in fluorescent lighting. To expand on the theme, the ceiling includes large glass panels, ideal for stargazing. In contrast, the backdrop behind the bed—finished in papier mache by artisans who create masks and floats for a yearly carnival held in the Italian town of Viareggio—reproduces an underwater world. The ensuite bathroom successfully combines unusual materials such as slate and glass mosaic. The faucets allow water to cascade down into two silicone sinks.

The four lower-deck guest cabins are equally contemporary, but the décor does everything possible to stay away from a rigorous symmetry so common in modern interiors. In one of the two VIP cabins, an alcove frames a large round porthole and a shapely desk gently slopes to the floor. Each guest suite presents a different theme, although all have identical paneling and recessed lighting that gives the illusion that the furniture is floating above the white leather soles.

On the bridge deck, professional helm station notwithstanding, everything has been planned to convey a party atmosphere. Just aft of a high-tech fitness room is a disco complete with two turntables for the DJ, a bar and a salon with 46 screens and an LED ceiling. A large oval table becomes a dance floor that protects the leather sole from dancing feet. More than 20 guests can sit on the 1970s-inspired beanbag chairs or on beds suspended with chains inside the sky lounge. "Captain Magic" has hand-picked the original oils that decorate the walls. The party atmosphere spills onto the aft deck and the sun deck, where a sushi bar and a round overflowing Jacuzzi complement the numerous lounge chairs and musical ambiance.

Yet aside from its amazing interior, *Sea Force One* is a very functional yacht, with a very large garage that transforms into a pool house. Two side openings allow launching the tender and PWCs. From here the engine room and the tech room are easily accessible. The crew quarters, suitable for 12, are located forward on the lower deck. *Sea Force One* has received Italian classification society RINA's Green Star (a designation awarded to vessels built with the environment in mind) and is the first to receive RINA's new Secure Yacht seal. This new designation deals with issues of onboard safety. A multitude of cameras and screens lets crew keep an attentive eye on all the yacht's exterior areas.

*Sea Force One* is a highly personal yacht, and as such cannot please everyone. Yet it would be hard not to admire the quality of the craftsmanship. This is a luxurious and modern yacht, well equipped to travel into a magical and wonderful world.

**All guest suites  
have a different  
theme but a  
common thread: fun**

## YACHTS



Lighting plays a central role in the décor

## THE MAGICIAN BEHIND *SEA FORCE ONE*, DESIGNER LUCA DINI

YI: What exactly was your role in the design of this yacht?  
Did the owner have very precise ideas of what he wanted?

LD: I was involved in developing the exterior styling and the interior spaces. I worked with the owner and together we chose the furniture and the décor. Indeed, he had very specific ideas on the overall feel of the yacht. Yet he could not have imagined where this project eventually took us.

YI: How did you get along?

LD: Our first meeting took place in London, and he invited me to his home, which turned out to be a great idea. It gave me a really good feel for his tastes and his needs. We collaborated for two and a half years, speaking daily on the phone and meeting at least twice a month. Our small difference in age made it easy to communicate, and we both became fully aware of the innovative and unique qualities of this yacht.

YI: Did you help choose and place the art pieces?

LD: The owner is passionate about modern art and has a close relationship with many contemporary artists. He chose all the art except for the piece located above the bed. He only asked me for suggestions to place them.

YI: Is it more difficult to build a yacht as unconventional as this one than a more classic boat?

LD: It is much more complicated to build a vessel like *Sea Force One* than a more conventional yacht. For one, its superstructure includes a lot of angles and curves. Inside, we pioneered a number of innovative materials never used before on a yacht. The classification societies with whom we worked acted very professionally.

YI: Did class requirements constrain you in any way?

LD: Obligations or restrictions naturally limit the choices you are able to make in terms of design, at least partially. But integrating these rules has become automatic for my studio, which is used to dealing with large projects. I do want to thank the people at the shipyard who helped us realize some of our ideas and comply with classification requirements.

YI: Are you ready to start another such experience?

LD: Not right now; maybe in a few months. *Sea Force One* has required my entire team to produce a substantial physical and intellectual effort. We were completely involved in this project. It did bring us quite a bit in terms of experience and human relations. Personally, I would not mind getting involved in a similar adventure.







**LOA:** 176' 5"

**Beam:** 34' 4"

**Draft:** 9' 5"

**Fuel:** 39,614 Gal.

**Water:** 6,602 Gal.

**Displacement:** 722 tons

**Maximum speed:** 17 knots

**Cruising speed:** 14 knots

**Range:** 5,000 miles @ 11 knots

**Construction:** Steel hull  
and aluminum (5083)  
superstructure

**Classification:** ABS,  
Maltese cross A1 Commercial  
Yacht, Rina Green Star

#### ENGINES

**Type:** 2 x Caterpillar 3516 B

**Power:** 2,260 hp each

**Cylinders:** 12 in V

**Weight:** 17,368 Lbs.

**Average fuel  
consumption:** 71 gph

**Stabilizers:** Quantum Zero Speed

**Generators:** 2 x Caterpillar  
200 KW + 1 Cat 80 KW

#### ELECTRONICS

**Radar:** Simrad

**Automatic pilot:** Simrad

**GPS:** Simrad

**VHF:** Simrad

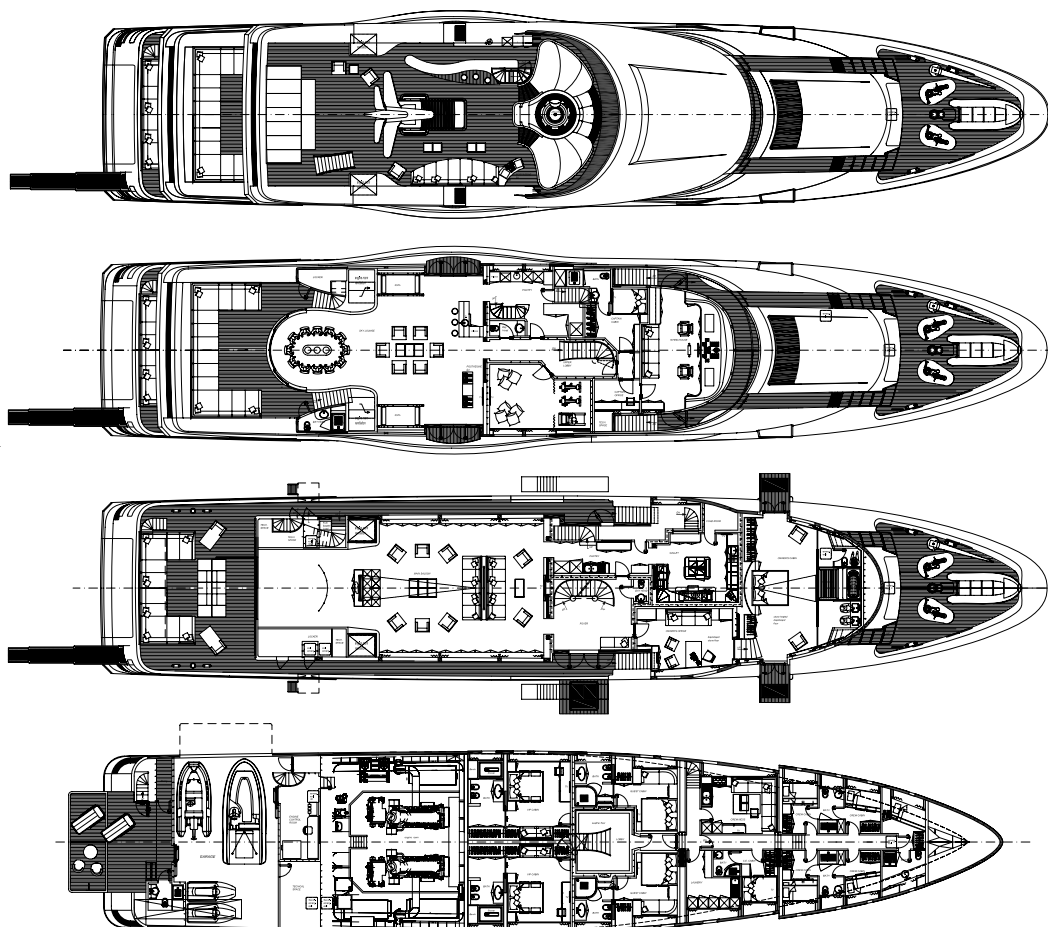
**Designer:** Luca Dini

**Builder:** AMY (Italy)

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or seaforceoneyacht.com



The wheelhouse features the latest in electronics for what is a very functional yacht, pirates' wheel notwithstanding



See video of Sea Force One in Yachts International Online edition

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YACHTS



THE FUTURE IS CLEAR

# Baia One Hundred

A futuristic looking vehicle has appeared in the Bay of Naples, Italy, where the Baia shipyard is located. The builder recently launched a 100' open yacht that is attracting lots of attention. We had a chance to sea trial the shipyard's new flagship to find out if it is as innovative as it looks. Story Franck Van Espen Photo Cantieri di Baia

YACHTS





## YACHTS





The glass door aft of the salon disappears entirely to create an indoor-outdoor space

A fairly radical change to more conventional layouts position the dining room forward of the helm console, with a glass wing hull door providing access to the forward deck

**IN 1961 CANTIERI DI BAIA OPENED** its doors in Naples as a builder of wooden boats, known then as Mericraft. Seven years later, the builder moved to the neighboring town of Baia, a historic city with a port built during the Roman Empire, where it built cruisers and expanded its activities to include refit. Despite some success, the shipyard faced labor and financial difficulties, and in 1972 the Capasso family acquired the struggling shipyard. Before long the new management decided to switch to composite construction. The following decade saw the emergence of a competitive shipyard, with a knack for speed. The first major step came in 1980, when the Cantieri di Baia launched its 39' B81. The model was so successful, the shipyard built 106 of them in a decade. When the shipyard introduced its B33, a speedy model that was engineered specifically to operate with Arneson surface drives, there was no looking back. The quest for performance became a central theme for the Baia brand, which made a name for itself in the U.S. with the 1983 introduction of the B50. A year later Baia opened its U.S. office in Miami.

Baia's launch, in 1992, one of the first open-style 80' yachts capable of a 40-knot speed, allowed the builder to grow quickly at home and abroad. Baia soon started to export half of its growing production, despite solid competition in the open yacht segment from established companies such as Pershing, Itama, Magnum, Leopard and Overmarine (builder of the Mangusta line). Baia held its own with a series of distinctive models, and last year introduced the speedy and attitude-filled Baia Italia 70, a yacht with a 52-knot top speed. Radical looks are also part of Baia's newest offering, the Baia One Hundred. To create this new model, the shipyard collaborated, as is now customary, with designer Carlo Galeazzi and Alberto Ascenzi, who did the hull design. The Baia One Hundred is a thoroughly new model with an eye-catching superstructure that includes huge expanses of glass, flooding the interior with light. The pilothouse, a small revolution in terms of technique and design, fits in very well with the novel approach to the design of living spaces.

A very unique plan locates the dining area forward of the helm station under a large expanse of glass, which makes this area particularly luminous. The layout breaks with the often-seen salon/dining combination prevalent on so many yachts, creating a true salon and separate dining room. The salon becomes particularly appealing when the aft door is open. Baia designers pay close attention to issues of traffic patterns and accessibility. On this model,



in order for the salon and the aft deck to form one large unit, designers created a system that allows the aft salon door to literally disappear into the ceiling. While this is not an entirely new idea altogether, this device is one of the better ones that we have seen to date. With the door essentially gone, the aft deck and the salon merge into one large space. Guests seated on the outdoor banquette can carry on a conversation with people in the salon. The wide opening allows a straight view all the way to the large TV screen located aft of the pilot seats. The frontier between outdoors and indoors is pleasantly blurred. The entire sole of the main deck, from aft deck to the dining room, is finished in the same bleached oak, which helps accentuate the feeling of continuity. Two doors, located on either side of the salon, make it easy to move freely to the spacious forward deck where additional seating and tables are located. It also helps bring in fresh air, which freely circulates through the main deck. A centerline glass door in the forward end of the house hinges upward in a design that is as unique as it is practical.

No space has been wasted. A comfortable sunbathing area is located just above the aft main deck, in continuation of the hardtop. This flybridge, for lack of a better word, is accessible via a stylish ladder and is designed for private relaxation. Another series of attractive steps, molded into the transom, lead to the swim platform. Here, a hydraulically-operated door opens to reveal a tender garage large enough to accommodate a 14' RIB. A lateral compartment houses a PWC. This clever solution, more commonly found on larger vessels, allows guests to freely use the swim platform.

Overnight accommodations are located on the lower deck. The full-beam master stateroom receives ample natural light through large rectangular portlights, which are virtually invisible from the outside. Its bathroom, with separate toilet and shower, features a beautiful mosaic floor. The forward VIP cabin has a double bed, and two twin guest cabins each have an additional Pullman berth. Lamps topped by turtle shells shed indirect lighting on warm bamboo flooring and walls finished in a maple veneer, a warm décor chosen by the yacht's Greek owner. The owners of the next two Bahia One Hundreds also are from Greece and perhaps this is not entirely coincidental. The strong and seaworthy hulls that Baia builds are well designed to handle the challenging and windy conditions often found around the Greek islands. The shipyard's construction technique helps produce hulls that are both light and sturdy. They use 22 layers of Kevlar for underwater areas and 11 elsewhere in combination with Dyvinicell—a polymer foam core that comes from the aeronautics industry. This technique helps the Baia One Hundred absorb shock waves even as it approaches 40 knots. The next hull in this series, designed with a third engine, is expected to reach 47 knots.

**The beautiful  
rooster tail is  
characteristic of  
yachts using  
Arneson Surface  
Drive propulsion**





The stylish stairs aft of the salon lead to a private sunbathing area located on the hardtop extension



YACHTS





To preserve the owner's privacy, Baia sent 3-D renderings rather than actual photos of the staterooms; a finish in zembrano is one of multiple options for the staterooms' décor





The space-age design of the helm station is in perfect adequation with the innovative spirit that infuses the yacht's overall design

**LOA:** 101'8"

**Beam:** 24'

**Draft:** 3'10"

**Fuel capacity:** 2,246 Gal.

**Water capacity:** 344 Gal.

**Displacement weight:** 88 tons

**Engines:** 2 x 2,450 hp

MTU 16V 2000 M93

**Cylinders:** 16 in V

**Weight:** 7,451 lbs.

**Transmission:**

Arneson surface drives

**Maximum speed:** 38 knots

**Cruise speed:** 30 knots

**Range:** 425 miles@30 knots

**Generators:** 2 x 27 kW Kohler

**Radar:** Furuno

**Automatic pilot:** Navicontrol

**GPS:** Furuno

**VHF:** Furuno

**Construction:** Kevlar

**Classification:** RINA

**Concept:** Cantieri di Baia

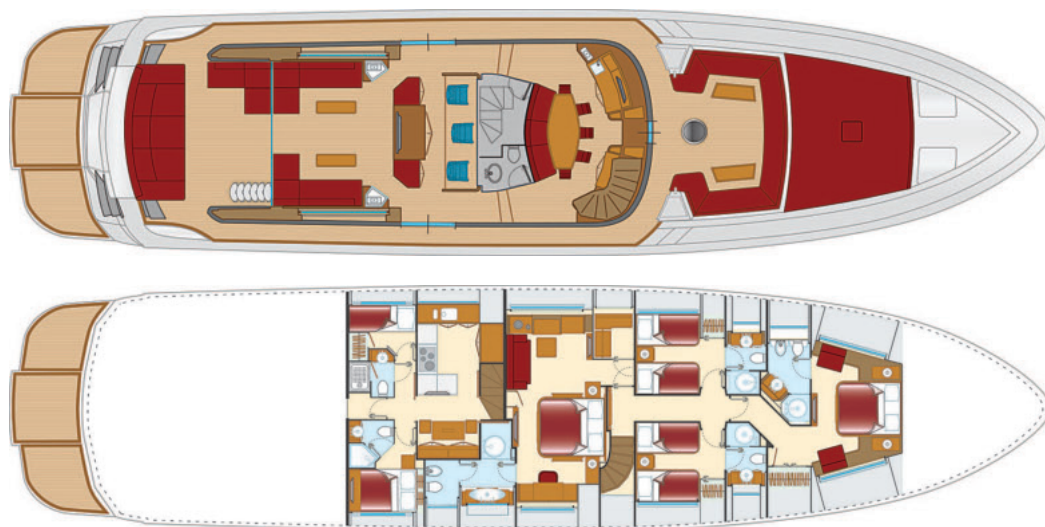
**Naval architecture:** Alberto Ascenzi

**Interior design:** Carlo Galeazzi

**Builder:** Cantieri di Baia, Italy, 2008

Baia has remained loyal to Arneson surface drives, which are used in combination with Rolla propellers and bow and stern thrusters, which help make this hull very maneuverable. The twin MTU diesels accelerate steadily as the captain raises the propellers. At 1,500 rpm, the hull already glides at 18 knots, and with another 200 rpm, it gains 7.3 knots without noticeable change in its riding behavior. A beautiful rooster tail forming aft offers evidence of the boat's speed. It is not necessary to slow down when crossing the wakes caused by the ferries traversing the Bay of Naples; the Baia One Hundred proves particularly adept at slicing its way through the waves. The sound level increases gradually with speed, but at full throttle and 38 knots it is still possible to carry on a conversation. Closing the large glass door aft of the main deck helps further reduce ambient engine noise.

With this new One Hundred, the Neapolitan shipyard did not simply create a new style, it used its capacity for innovation to increase guests' comfort. This new model is entirely consistent with the upscale image of the Baia brand, and it is easy to understand why three hulls have already been sold.



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INNER STRENGTH

# ***PREDATOR'S* POWERFUL STATEMENT**

The 239' *Predator* spent several months cruising after leaving Holland last spring, allowing onlookers only a few glimpses of its surprising blue hull. We caught up with the yacht at its winter base off the Spanish coast where an informative tour of this stunning vessel revealed beauty that is much more than skin deep. By Franck Van Espen and Cecile Gauert Photos Feadship

YACHTS





YACHTS









**Bannenberg Design** created the interior décor; the side cabinets with glass panels hide ventilation conduits

Young designers competed for the chance to design *Predator's* tenders; the winning design bears a true family resemblance to the mother ship



**WHEREVER *PREDATOR* APPEARS,** everyone focuses on the unusual hull shape, with its knife-like bow entry. Dutch naval architecture firm De Voogt, which with De Vries and Royal Van Lent make up the famous superyacht triumvirate Feadship, designed the hull to scythe through even the roughest seas at speed and in comfort. The yacht's innovative profile is indeed its most striking outward feature.

Few realize that it stems from a design that first appeared in the 19<sup>th</sup> century. In 2003, Feadship was asked to work on a large yacht project based on a radical "semi-submerged" concept. Designers and architects looked at axe-bow designs that had been tried in the late 1800s, and developed this theme as the basis for a modern hull. The project went as far as model tank testing at the Dutch MARIN Institute. Although that particular venture did not proceed at Feadship, the research was not done in vain. Only a year later, *Predator's* future owner looked at several design options for his yacht. He first reviewed traditional flared-bow designs, but then was struck by the distinctive look and hydrodynamics of this new addition to the Feadship portfolio. He chose to take this less conventional route, and De Voogt's chief designer, Jaap van Keulen, worked on refining the look. The owner added his own touch by selecting a red, white and blue paint scheme that helps enhance the yacht's dramatic flair.

In fact the hull design, in some ways, was the easiest part of the project. The owner's brief to De Vries shipyard was to construct a steel-hulled vessel able to achieve at least 25 knots using conventional power and propulsion. It was to be one of their greatest challenges.

Feadship describes the largest engine room it has built for any vessel to date as a "temple of technology." In order to meet the 25 knot requirement without recourse to jet or gas turbine propulsion, De Vries opted for custom-made, controllable-pitch propellers by Rolls Royce. Two custom-designed gearboxes were built by Renk, a German commercial and military contractor, and connected up with four commercial grade MTU engines, all controlled by Rolls Royce software. This carefully engineered and well-ventilated system required a split-level engine room with a remarkable 14' ceiling height to house it all.

The combined power of the massive MTUs provides 23,000 bhp, which allows *Predator* to reach a very aggressive top speed of 28 knots. But the yacht most frequently cruises using only two engines. Operating at 1,500 rpm, this allows a very comfortable 20 knots.







**The master suite, below, features a very unique hydraulically-operated hatch and huge portlights**



The yacht's speed is also the result of a strict weight-control regimen during construction. High-tech and lightweight materials, including titanium and carbon, which De Vries used in the engine room and other selected areas, contributed to the overall weight reduction. "All of the interior furnishings, the wood, the marble, everything was designed to be as light as possible," says Mark Hutchinson, the ship's chief engineer. Everything, that is, except the hull itself.

As one might expect, *Predator's* superstructure is made of aluminum with composite topsides, but the hull of this speedy but very large vessel is made of steel. "The strength of the hull was paramount," Hutchinson says. "A comprehensive study identified all potential stress areas before the yacht was launched. And the design, essentially an Elongated Ship Concept, uses the yacht's foredeck dodger as a breakwater, which makes the hull very effective in rough seas. We experienced gale force winds and nearly 10' seas between the islands of Corsica and Palma de Mallorca recently. There were no other vessels anywhere, but we drove through, head on, at 17 knots all the way to Mallorca. There was no slamming, no jarring."

One drawback of the design is that some space is lost in the forward part of the principal deck, which cannot be occupied when the yacht is under way. But perhaps that is a small price to pay for the performance gained. The designers in any case made up for most of this with creative solutions, such as installing a hydraulically-operated foremast, which allows clearance for a helicopter landing and taking off in case of emergencies. Another example of creative thinking is in the sprawling owner's suite. Above the bed is a hydraulically-controlled skylight, built to comply with strict Lloyds standards on strength and water tightness. The unique hatch, which is sealed pneumatically, complements six nearly floor-to-ceiling oval portlights on each side of the master stateroom, which in itself is one of the largest owner's suites ever featured in a Feadship.

Two exceptionally large VIP suites are also located on the principal deck, which is dedicated to owners and guests. The lower deck is the yacht's working area, with nine crew cabins, a good crew mess, large galley with ample cooking and refrigeration space, a professional laundry room, the engine room, and finally a well-outfitted garage that provides a pleasant passage to the swim platform aft.

The garage houses custom-made tenders that look like mini-Predators, with raked bows to match the mother ship. An assortment of toys and state-of-the-art diving equipment is neatly stowed nearby.

De Voogt was responsible for the interior arrangement. The modern décor, which looks and feels substantial despite the use of lightweight materials, is by Bannenberg Design. The owner gave Dickie Bannenberg and his creative director Simon Rowell the freedom to create a really elegant interior. Light-hued karelian birch from northern Europe, for example, contributes to the yacht's contemporary look, while high-gloss macassar ebony and zebrano were chosen to provide contrast.

*Predator* has much to offer, but the yacht's awesome power is the highlight. "I don't care how long you have been yachting," Hutchinson says. "When you stand on the aft deck of this vessel, with four engines running at maximum power, and see a boiling caldron of sea out there, you can't fail to be impressed. It is absolutely astounding."

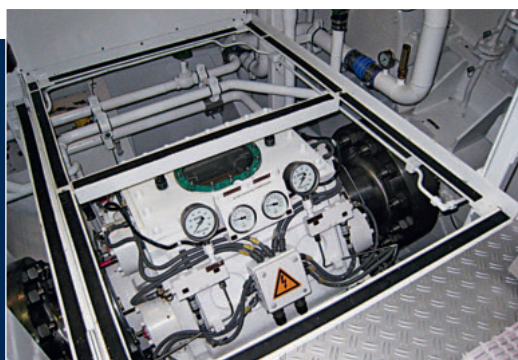
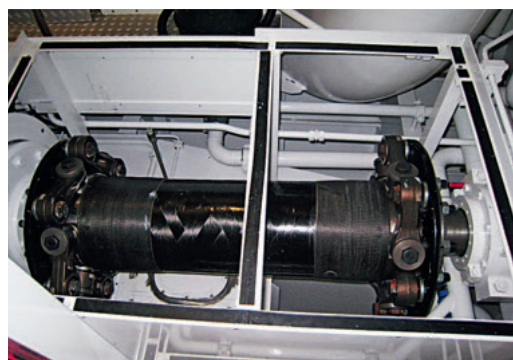
**The yacht features only three staterooms, including the master**





Mark Hutchinson gave *Yachts International's* Contributing Editor Franck Van Espen an exclusive tour of the yacht's impressive facilities. Here are a few excerpts from their conversation aboard *Predator*.

## MARK R. HUTCHINSON PREDATOR'S CHIEF ENGINEER



### YI: What was your role in the project?

**MH:** I was involved from the very start with our Captain Greg Drewes and surveyor Don Patton, of Patton Marine in Florida, who has a well-deserved reputation as a strict and stringent operator. We worked very closely with De Vries, and I spent almost two and a half years in Holland during the build. I think that together we succeeded in building something that is phenomenal, complex and unique. We tried to think of everything. We believe the vessel has the best possible electronics, propulsion, maneuvering and control systems. It is built like a small military vessel, and to the highest Lloyds standards.

### YI: What do you oversee from your control room?

**MH:** I have a number of repeater screens, designed by Imtech, that allow me to make sure everything is working properly. For instance, I can oversee things like tank levels and transfers, and monitor engine temperatures all the way down to the gearbox. We probably have over 20,000 wired alarms on this vessel. Every time one comes up on a screen and remains there, we have to check systems until it is removed, so we have a complete alarm history. We have the ability, through satellite communications, to allow contractors to enter their systems and remotely fix problems. We also have sensors that tell us the exact fuel flow rate and temperature, trying to anticipate future legislation.

### YI: How do you control pitch?

**MH:** It is done automatically. When you move the throttle forward, the Rolls Royce software determines electronically if you are in two-engine or four-engine mode, and then it uses complete algorithm to deliver just the right amount of fuel or just the right amount of pitch, so it gives you a perfect power curve at that setting.

### YI: How do you switch from two to four engines?

**MH:** Normally we cruise at 20 knots with two engines at about 1,500 rpm. Before engaging the other two engines, we have to reduce speed a bit, say to 1,200 rpm. Then the Rolls Royce software, which has ultimate control of the propulsion system, engages the other two engines, which increases power to 23,000 bhp. The algorithm used to deliver fuel to the engines automatically changes from slow-speed setting to high-speed. Rolls Royce, MTU and Renk, the gearbox manufacturer, collaborated and built in all the safety and interlocking systems.

### YI: Are these custom gearboxes?

**MH:** The gearboxes were designed specifically for these engines, and shaped to fit the hull of this vessel, so there are only two gearboxes in the world like them. They are incredibly strong and built to highest military specifications. Renk also designed a very special thrust bearing that basically has to handle 11,000 hp of thrust in an axial direction. It's huge. And a Renk "thrust brain" controls a hydraulic system designed to avoid vibration. Electrically-driven pumps supply oil to lubricate the bearings and operate control systems on the gearbox before it is actually engaged in maneuvering mode. That's programmed right into the starting control software. We had to get an agreement between MTU, Renk and Rolls Royce over who would have ultimate control of the propulsion system. In the end it was agreed Rolls Royce would handle it. We also have the ability to electrically turn the gears and the shaft when the vessel is in port, which is very helpful if we need to do maintenance, and we also have a shaft lock, which is needed in case of a malfunction on two of the engines, or one of the propellers.





Feadship calls the engine room on Predator "A temple of technology"

**YI: What kind of stabilizers do you have?**

**MH:** We have four fins zero-speed stabilizers, which means that at anchor the vessel can compensate for waves that come into an anchorage, and we have dynamic positioning, which allows the vessel stability in a seaway. With the touch of a button you go into dynamic positioning mode, and the vessel uses thrusters and engine propulsion to hold it anywhere you ask it to, in any mode. If you have to wait for entry into a port, or for a helicopter to land, instead of constantly adjusting the yacht's position and settings, now you can just engage the dynamic positioning mode and keep an eye out for any local hazards. It allows the captain to focus on other important tasks.

**YI: Are there any special systems geared to environment protection?**

**MH:** We do burn a lot of fuel from time to time, but the percentage of time we run on four engines was calculated to be not more than one to two percent of the vessel's lifetime, so 98 percent of the time we will be running on two engines, as economically as possible. We have a converter, designed to take all soot from the exhaust of the generators. And we also have a zero-tolerance high-tech sewage plant. It is the sort of system that is retrofitted to all the cruise ships these days, allowing us to process all the sewage, both black and grey water, on board. Let's say you travel to the Galapagos or the Seychelles, which have very strict rules about what you are able to pump over the side, we can actually stay with a full complement of crew and guests for about a month to six weeks before we need to pump anything but clean water out of the hull.

**YI: How do you ensure everything is running properly?**

**MH:** We have many systems that require a lot of maintenance. In addition, we do a lot of preventative maintenance. We use a software program that has all of the manufacturers' service recommendations for every machine. Every day, the engineers have a list of jobs that need to be done, from simple oil changes to checking the hardness of the water. We also have on board a first engineer who spent four months at the yard purchasing spare parts and setting up an inventory of all that is required for these machines. In this way we have complete control over the inventory, and we can give the owner a print-out of what has been used and how much it costs, so again we are trying to be as thorough as we can to keep this vessel at the leading edge of the latest technology.





A technical space in the bow has two doors that can be opened to monitor docking maneuvers; everywhere on the yacht the finishes are exceptional



**LOA:** 238'10"  
**Beam max:** 37'11"  
**Draft (loaded):** 12'2"  
**Fuel:** 48,340 U.S. Gal.  
**Fresh water:** 10,200 U.S. Gal.  
**Cruising speed:** 20 knots  
**Maximum speed:** 28+ knots  
**Range:** 5,000 nm@16 knots

**Main engines:** 4 x MTU 16V 595 TE90, 4320 kW  
**Power:** 5,793 bhp each  
**Cylinders:** 16 in V-configuration  
**Weight:** 28,660 lbs.

**Fuel consumption at cruising speed:** 314 gph  
**Propellers:** Rolls Royce Controllable pitch propellers  
**Propeller shaft:** Rolls Royce  
**Reduction gears:** Renk

**Stabilizers:** four fins, Quantum non-retractable zero-speed stabilizers

**Generators:** 2 x Caterpillar C18  
**Air conditioning:** Heinen & Hopman

**Entertainment system:** Van Bere Henegouwen

**Tenders:** 2 x custom-built tenders by Meyer, Germany;

**Speed:** 40 knots

**Electronics:** Imtech

**Classification:** Lloyd's 100 A1, SSC, Yacht(P), HSC, Mono, G6, LMC, UMS, SCM, IWS and MCA

**Naval architect:** De Voogt Naval Architects

**Exterior styling:** De Voogt Naval Architects

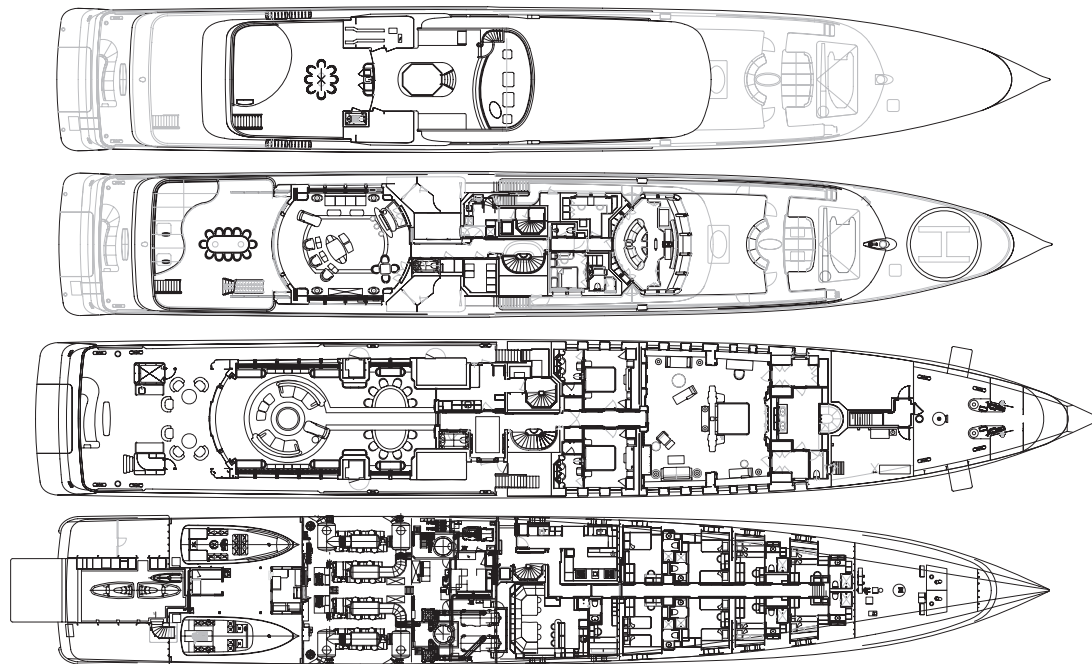
**Interior design:** Bannenberg Designs Ltd.

**Builder:** Koninklijke De Vries Scheepsbouw Feadship, Holland 2008



See Yachts International Online edition for an interview with Henk de Vries and video footage of Predator.

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106 ON BOARD



YACHTS



DUE DILIGENCE

# Delta 156' *Slojo*

The owners of Delta's newest creation fully defined their objectives and saw to every design detail well before construction began. The result is a beautifully crafted motoryacht that delivers exactly as promised. Story Jerry Stansfield Photos Kristina Strobel

YACHTS





The main-deck salon is arranged for small, casual gatherings; carpeting features intricate African-inspired themes.

**FOR MOST OWNERS, THE SEARCH** for a new yacht demands a good deal of legwork, including visits to boat shows, brokerages and shipyards, sea trials and yet more boat shows...all that effort aimed at developing a sense of their ideal design, its features and must-have equipment. Few would disagree that it's a worthwhile endeavor. Even so, the task can be complex and time consuming.

Not that the quest can't be as enjoyable as its objective. For all that the owners of *Slojo* put into their search, they gained equally, in experience, knowledge and confidence in their choices along the way. Adopting an unusual methodology, they started by defining their ideal yacht not just as a piece of hardware, but as a complete experience consistent with an active, adventurous lifestyle and a clear preference for informality over formality. From there, the owners enlisted the services of Tom Stringer, a Chicago-based designer who over the course of multiple home-design projects had become not only a trusted advisor but a close friend as well, to shape the concept with their enthusiastic participation. Stringer and his clients performed all of the due diligence outlined above, and gained valuable insights into the essential elements of their personal brand of yachting through a series of yacht charters in far-flung venues. Their efforts paid handsome dividends, not only in the performance and fit-out of their new yacht, but in a design and build process virtually free of that arch-enemy of budget, sanity and launch schedule, the dreaded change order. Says Jay Miner, manager of the Delta Design Group: "The owners and their staff were exceptionally professional and organized, and approached the project in a very collaborative way, with complete and timely transfer of information based on a clear set of objectives."

"We learned we wanted a semi-displacement hull for shallow water cruising," the owner says, "In chartering a Royal Huisman we found the type of captain we wanted, and in chartering *Askari* in Tahiti we found the ideal part of the world we first wanted to cruise and locate *Slojo*," he adds. Altogether, a not unpleasant form of field research. "The underlying purpose of the charters was to learn what their new boat wanted to be,"



says Stringer, who accompanied the owners on many of their travels. "The cruises spanned more than four years and combined serious design planning with a great deal of fun. We evaluated the boats we were on, destinations, activities and vessel operations, and more or less allowed the concept of *Slojo* to emerge as we sorted out the owners' likes and dislikes." The planning went so far as to observe crew activity and demeanor as a basis for defining service protocols, onboard ambience, and even crew uniforms. "The owners did not want to vacation in a 'snap-to' environment, and instead have sought to balance a high level of service with a relaxed, informal atmosphere that encourages spontaneity, interaction and fun," he says. "As a result, you won't find silver trays or epaulets on this yacht."

Guests on a cruise aboard the all-composite *Slojo* enjoy access to a variety of active water sports including diving, kite surfing, kayaking and paddle-boarding (appropriately, there's not a PWC to be found). If that isn't enough, two treadmills await the truly fitness conscious beneath the sun deck overhang just outside the bridge-deck skylounge. A typical day might begin at sunrise, with dive parties in the water before 8:00 a.m. or kayakers headed for shore, then might wind down for an afternoon of quieter pursuits following a convivial lunch break. As a welcome complement to the agenda's energetic side, Stringer notes, only half joking, that *Slojo* in all likelihood offers the greatest collection of napping spots on the water.

Generous topside areas, from the main deck to the sundeck, embody the yacht's emphasis on outdoor living. Sets of removable stanchions allow deploying arrays of overhead screens to offer guests the option of sunning or relaxing in the shade. A grid of anchor points across the sheltered California deck allows securing dining table and furnishings in a variety of arrangements, and for a most agreeable after-dark ambience sockets in railing surrounding social areas accommodate stainless-steel tiki torch-style lamps. The foredeck, accessible by way of a centerline walkway from the Portuguese bridge, has been designated a crew-only area, where staff may enjoy off-duty hours in well-deserved privacy.

**A mix of contemporary and antique furnishings helps create an informal elegance in the dining room.**





Accomplished interior designer Tom Stringer has created an environment that invites visitors to kick back and enjoy the ride without a sense of intrusion that a more formal décor might create. "It is elegant casual without being stuffy," the owner says. "You can put your feet up in a wet bathing suit, have a cold beer and feel right at home." Spaces are intended for intimate conversation rather than entertaining on a grander scale. Natural materials like mozambique, anigre, leather, cast nickel and woven horsehair for tone and texture warm an underlying modernist theme. A collection of art and artifacts add, here and there, a playful surprise, including two stone Chinese temple dogs from the ninth century guarding the aft entry to the main-deck salon. Here two separate seating arrangements allow enjoying the view through large side windows. Numerous volumes (whose well-thumbed pages indicate that they actually have been read) and artifacts from Africa, Asia and Oceania—part of a revolving exhibit that circulates objects among the yacht and owners' shoreside residences—occupy bookcases built along forward partitions. Carpeting here and elsewhere features dye-resist patterns, Stringer's interpretation of geometric African themes.

In the dining room, two antique cabinets offer contrast to more contemporary furnishings and finishes. The adjoining galley is emphatically functional, and features teak cabinetry, large warming rack, stainless-steel countertops and backsplashes, and professional-grade appliances. All cooling units—here, one double upright and one walk-in, plus three more in the crew area below—can serve as either refrigerators or freezers. Access to the main deck master suite from the starboard-side foyer is through, not the customary office or study, but a service space with wet bar opposite cabinets faced with architectural panels from a 19th-century Chinese residence. The bedroom itself features a king-size bed and a sitting area on the port side. A his-and-hers bath, illuminated by dual skylights, includes a shared shower and limestone flooring, countertops and sinks.

Four guest suites—two with king berth, one with double twins and one convertible to king or twins—and a laundry room surround the lower-deck foyer, whose curved wall is decorated with a warrior's shield from Africa. Head walls in owner and guest accommodations are adorned with photography mounted in easily removable frames that allow displaying action images of guests, on a daily basis if desired. Crew quarters, forward on the lower deck, include three ensuite double staterooms and a crew lounge; an engineer's cabin is aft, and the captain's suite adjoins the pilothouse. A staircase ascends from the lower deck foyer to the main deck, then to the bridge deck. Here, the pilot house features a raised settee where guests can

**(Below) Dramatic patterns of onice fantastico granite dominate the shower in the owners' suite.**  
**(Right) Guest suites feature anigre joinery with walnut and mozambique accents.**











Removable screens shade social venues on the teak-clad sun deck.



enjoy the view ahead. Wing control stations are concealed in coamings just outside pilothouse doors on each side. Just aft is a skylounge with bar—also favored by the owner as a retreat for enjoying morning coffee or catching up on email—that overlooks a boat deck fitted with two 5,000 lb.-capacity cranes and securing a fleet of tenders, kayaks and bicycles. The sun deck features a combination of fixed and occasional furnishings, service bar, barbecue and, forward, a spa tub.

A centerline stairway from the after main deck leads to a sport deck that serves for fishing or as a dive base, with three cavernous dive gear lockers and an engine room access door that opens to a dive shop complete with nitrox system. The yacht's primary tender has been rigged as a platform for inshore and reef diving excursions. Among the several fishing rod holders recessed into the cockpit's teak caprail is one unit that has been plumbed to serve as a socket for a freshwater shower-head. Smart.

*Slojo's* profile and flag blue hull hint broadly at its mission as a long-range expedition-style motoryacht. High freeboard in forward sections tells of ocean-going capability, and the raked bow looks at home in a seaway. While range and moderate (less than 8') draft were high on the owners' priority list, high speed was not; accordingly, the yacht's 1300-hp Caterpillar mains deliver a respectable 16.1-knot top speed, throttle back to a 15-knot cruise, and at 12 knots achieve a 3,400 nm range.

From exhaustive research and a complex project brief has emerged an agreeably cohesive design, beautifully executed by the Delta yard and ready to meet the challenges of the world's oceans. Was *Slojo* worth the effort? "We had a great time during the build and have a magnificent product," says the yacht's owner. "If I had to do it again I wouldn't do anything differently."



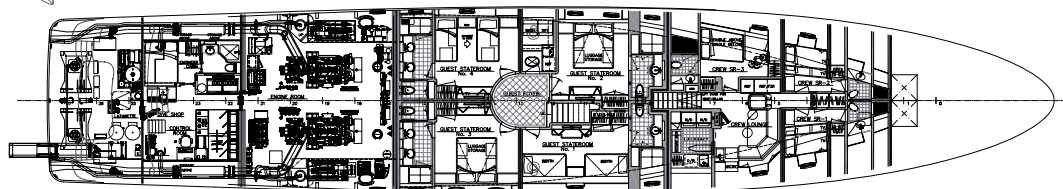
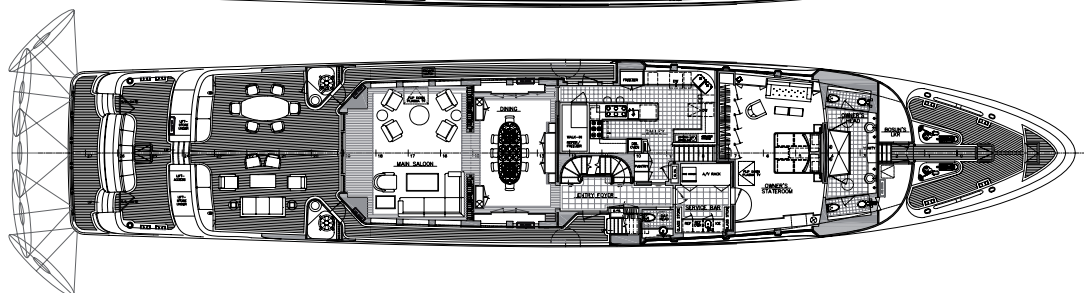
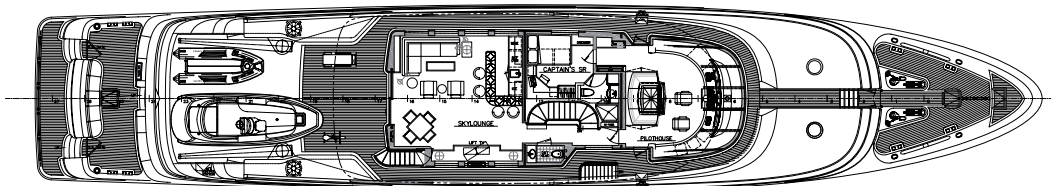
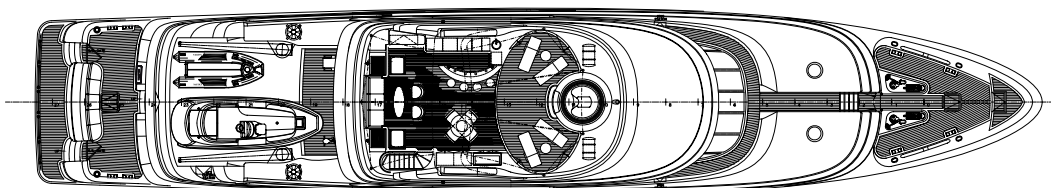


Mechanical spaces include a gleaming engine room and separate dive center with nitrox compressor.



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See more of Slojo on Yachts International Online.



**LOA:** 156'  
**Beam:** 28' 8"  
**Draft:** 7' 6"  
**Displacement (half load):** 354 long tons  
**Engines:** 2 X Caterpillar 3508B @ 1,300 hp  
**Maximum speed:** 16.1 knots  
**Cruising speed:** 15 knots  
**Fuel capacity:** 14,870 U.S. Gal.  
**Fresh water capacity:** 2,470 U.S. Gal.  
**Range:** 3,400 nm  
**Generators:** 2 X Northern Lights 99 kW  
**Stabilizers:** Quantum QC 1800 Zero Speed  
**Bow thruster:** American Bow Thruster 120 hp  
**Watermakers:** Sea Recovery Coral Sea 2800 GPD  
**Air conditioning:** Dometic Environmental 30 ton  
**Entertainment systems:** AV Concepts & Design  
**Crane:** 2 X Nautical Structures EZ5000 FB  
**Tenders:** (1) Nautica 24' Express Diesel Jet IB, (1) Nautica 14' O/B  
**Paint:** Awlgrip  
**Material:** Composite  
**Classification:** Lloyd's Register +100 A 1 SSC Yacht Mono G6 MCH  
**Naval architecture:** Delta Design Group  
**Exterior styling:** Delta Design Group  
**Interior space planning:** Delta Design Group  
**Interior design:** Tom Stringer Design Partners  
**Builder/Year:** Delta/2008

On the web: [www.deltamarine.com](http://www.deltamarine.com)





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LET THERE BE LIGHT EMITTING DIODES

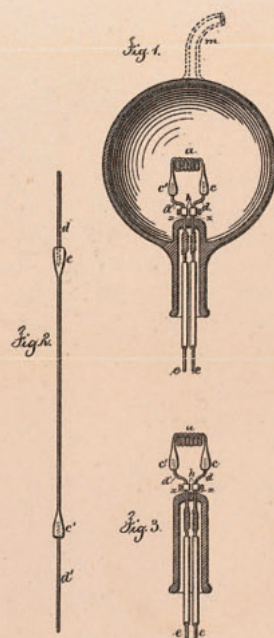
Most new build yachts feature lighting systems that use a combination of traditional incandescent light bulbs and solid-state lighting, also called LEDs (light-emitting diodes). Until recently, designers and builders have chosen these energy-efficient and vibration-resistant lights primarily for special effects and spot lighting, or as navigation and underwater lights. But recent technological improvements have made them more versatile and viable for uses limited only by the frontiers of the imagination. Story Lisa Larsen

The Osram, Sylvania, LED light in the handrail makes the staircase a centerpiece on *Casino Royale's* main deck

# LIGHT SWITCH



T. A. EDISON.  
Electric-Lamp.  
No. 223,898. Patented Jan. 27, 1880.



*Witnesses*  
*Charles Smith*  
*Geo. Pinkney*  
*Inventor*  
*Thomas A. Edison*  
*for Lemuel W. Serrell*

THE NEWBERRY PRESS CO. PHOTO-LITHO. CHICAGO, ILL. U.S.A.

LEDs, being solid state components, are difficult to damage with external shock, have an extremely long life span and do not contain mercury or halogen gas

Thomas Edison's patent drawing for an improvement in electric lamps, patented January 27, 1880; Records of the Patent and Trademark Office; Record Group 241; National Archives.

**WHILE LEDs ARE NOW PART OF NEARLY** every new yacht's lighting system, manufacturers are pushing hard to eventually replace all other types of lights with what they claim is a mechanically superior and more energy-efficient technology than the Thomas Edison screw-bulb in the Tiffany lamp or the halogens in the salon.

Incandescent and fluorescent bulbs were inventions of the 19<sup>th</sup> century, refined in the 20<sup>th</sup> century. Thomas Edison, who spent years tinkering with electrically charged filaments in a vacuum tube enclosure—an invention credited to Warren De la Rue—created the first commercially viable incandescent light bulb in 1875. Although it has been a reliable source of light for more than a century, the incandescent light bulb has fallen out of favor. Because it is considered very energy inefficient, many governments have passed legislation for an eventual total phase-out. As to fluorescent bulbs, descendants of the arc lamp, they are very delicate and contain mercury and are generally considered unsuitable for yachts.

Enter the LEDs. H.J. Round, a British experimenter, first reported a light-emitting solid-state diode in 1907, and in 1962 Nick Holonyak, Jr., a consultant at General Electric Company, put LEDs to practical use as indicator lights. Since then, LED technology has evolved as quickly as the personal computer.

LEDs present great advantages. The "solid-state diode" at the core of each tiny casing is a solid block of semiconductor, which makes LEDs robust and thus better suited than fragile incandescent or fluorescent lights to withstand rigorous marine conditions. The semiconductor eventually deteriorates, but its average lifespan currently exceeds 60,000 hours (or about seven years), with expectations for a far longer life as the technology evolves. Captains and owners, familiar with the daily drill of changing halogen bulbs, appreciate the labor, maintenance and replacement



savings. Moreover, fewer bulbs mean less trash, and LEDs contain no hazardous mercury or halogen gases. Finally, LED lighting, which feels cool to the touch, produces less heat, and is thus considered more energy efficient than its counterparts. It is this particular virtue that attracted the owners of the 102' Doggersbank Offshore *Beothuk* to LED lighting. *Beothuk*, which Dutch firm Vripack designed to be as energy-efficient as possible, is the first yacht to use LED lighting exclusively—more than 500 bulbs in all—which manufacturer OceanLED installed throughout the yacht, from under the hull to the top of the sundeck.

Beyond the green advantages it presents, LED lighting offers intriguing design opportunities. LEDs are now available in a range of intensities and a rainbow of colors. LED lights can be installed individually or can be arranged in rows, rings, octagons or clusters to create a variety of designs. On the Christensen yacht *Casino Royale*, color-shifting LEDs animate the Bond Girls engraved on the frosted glass panels that encircle the yacht's spiral staircase. LED walls and an intricate ceiling in the skylounge of the new Admiral *Sea Force One*, featured in this issue, make a bold statement of contemporary geometric design. The 164' Heesen *Man of Steel*, also featured in this issue, uses LEDs to achieve subtle yet striking effects. In the dining area, floor spots mounted in an arc play along a full-length, hand-blown glass sculpture, while in the main-deck lobby, LED rope lights along the yacht's unique river rock flooring delight the eye while illuminating the corridor.

Kinder Woodcock, lighting product manager at marine lighting specialist Imtra, describes how designers can enhance furnishings with colored LED light. "Bright white LEDs that cast a slightly blue tone, make fiberglass appear to glisten. Cool tones make stainless and glassware sparkle, while warm colors bring out the painting of a sunset and make food look even better; they call it 'dining the color'. Blue underwater lights are really popular because they bring out blue wavelengths in water. Sport fishermen take note, green is reputed to attract fish," he says.

**The Owner of  
Sea Force One,  
in collaboration  
with designer  
Luca Dini, used  
LEDs to create a  
magical world**

©Sea Force One





**As a worldwide ban on incandescent bulbs spreads, builders and designers increasingly opt for LED systems, as in this commercial establishment in Helsinki, Finland**



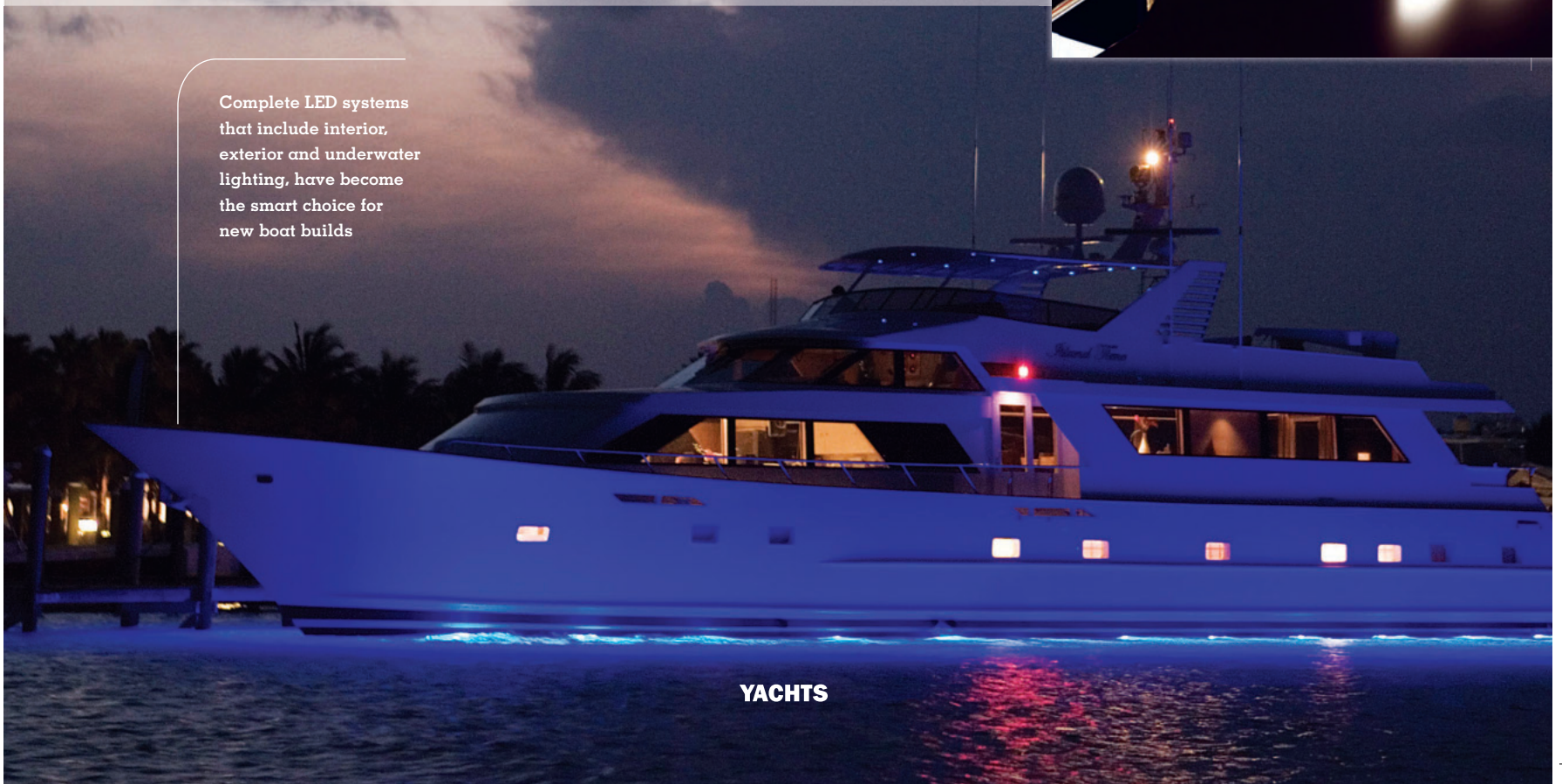
But all that glitters is not perfect...yet. At issue for the end-user are variations in color rendition and intensity, heat management and cost. An LED unit comprises a cluster of individual colored diodes, each with an indeterminate lifespan, so achieving overall uniformity presents a challenge. Increasing the intensity of LEDs means increasing the number of diodes in the cluster. The more diodes, the greater output of heat and, with limited temperature tolerance, efficiency decreases as temperature rises. Finally, like energy-efficient solar panels, the initial investment is relatively costly while the financial return remains long term.

Researchers are aggressively tackling these problems, often in conjunction with manufacturers, in the race for future market shares. The competition is further fueled by governments mandating an end to incandescent lighting to save energy. In January 2007, California took the lead with the "How Many Legislators Does it Take to Change a Light Bulb Act," which seeks to ban incandescent bulbs by 2012. Australia quickly followed suit. The British government has announced it would phase out incandescent bulbs by 2011, and former President George W. Bush signed the Energy Independence Act in December 2007 to phase out incandescent bulbs in the U.S. beginning in 2012. Europe began its ban this year.

With widespread support from manufacturers and research groups the science progresses at the speed of light. "It's the fastest growing lighting technology that has ever been," says Nigel Savage, COO and founder of OceanLED. "On *Beothuk* last October we installed seven-watt lights putting



**Complete LED systems that include interior, exterior and underwater lighting, have become the smart choice for new boat builds**



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See an interview of Ocean LED's Nigel Savage in our online edition



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**The newest generation of LEDs significantly outperform incandescent and fluorescent alternatives, are not environmentally harmful and can produce phenomenal effects**

out 25 watts of power. Now there are six-watt lights putting out 40 watts of power. This gives yacht owners the option for smaller generators, smaller air conditioning units, and with far less power consumption, they'll save huge amounts of energy."

Advances in research indicate that perfection of LED technology may occur sooner than later. In February 2008, Turkish researchers at Bilkent University used nanocrystals to achieve remarkable increases in luminosity. In January 2009, British newspapers eagerly jumped on a claim by researchers at Cambridge University that sparked intense debate. The excitement concerns the development of an inexpensive LED using gallium nitride (GaN) on silicon, which could potentially result in a large reduction in production cost. According to Savage, the German company Osram just produced a "multi-chip" that emits four times the light of a single diode of the same size, said to be so bright you cannot look directly at it.

The yachting industry contributes to the competitive search for improvements. Just as manufacturers of costly flat screens, PCs and satellite phones did before them, LED manufacturers and distributors are targeting high-end markets, especially those that require new systems. Aware that yacht owners favor the best products on the cutting edge of technology, companies like OceanLED and Intra will continue the push for LED innovation to produce increasingly phenomenal aesthetic effect, and for now, hang the expense.





YACHTS



# EASTERN PACIFIC YACHT CLUB

FOLLOW THE FISH

*Pacific Provider and  
guests in Mag Bay*

For members of this new, one of a kind floating yacht club, fishing and cruising on the Pacific side of Mexico and Central America just got a whole lot easier. We recently took a trip on *Pacific Provider*, a newly refitted Bering Sea crabber turned multi-faceted mother ship prowling for fish and fun along the Pacific coast.

Story John Ziegler Photos Dave J. Shuler

YACHTS





122 DESTINATION

## TOM ELLSWORTH LOOKS RELAXED

in the Lanai Bar, which overlooks Pacific Provider's expansive sand-colored deck. The 160' steel *Pacific Provider* is the centerpiece of the Eastern Pacific Yacht Club (EPYC), which he founded with the goal of bringing its members to the best fishing grounds available between San Diego and Panama. "We're both a port and moveable resort, so members can concentrate on their core passions—fishing, diving, surfing," he says.

Fishing along the Pacific Coast is rewarding but long distances between facilities can make it complicated. And as many sportfishing enthusiasts who have ever attempted to bring along their family know, comfort onboard their prized game boats can be an issue, especially for extended trips. Ellsworth knows this well. A lifelong boater, he spent years solving the logistics of supplying boats during fishing rendezvous he organized for clients of his San Diego Riviera dealership, mostly along Baja California's Magdalena Bay, simply known as Mag Bay in these parts.

This experience and his love for sport fishing gave Ellsworth the idea to create a floating yacht club that would provide logistical support, comfortable accommodations, good food and recreational activities for anglers, as well as their guests and families. He teamed up with lifelong friend and 1,600-ton master Rich Austin, the club's co-founder and the captain of *Pacific Provider* to carry out their vision. In 2006, shadow vessel expert Stan Antrim of Yacht Escort Ships (YES) identified a vessel capable of hosting club amenities and tons of equipment, and managed its conversion into EPYC's mother ship. The retired 150' *Shelikov*, a former offshore-oil-support-vessel-turned-crabber, underwent the third conversion of her 30-year professional career to become home away from home for EPYC's members.

The refit, completed in 2008, overhauled electric power and propulsion equipment, provided some redundancy enhancements, and added a 5,000-gallon per day water maker and a state-of-the-art cruise ship waste treatment plant. At sea, with twin 650 hp D149 12-cylinder Detroit Diesel main engines pushing her,

The mother ship carries a small fishing fleet

## YACHTS



## CAST A LINE AND TIME FLIES WHILE *PACIFIC PROVIDER* CRUISES TO NEW FISHING GROUNDS

she cruises at 10.5 knots, burning about 55-gallons per hour. With 89,000-gallon capacity tanks— enough to go from San Diego to Australia and back, plus a leg to Hawaii— *Pacific Provider* is well suited to hauling fuel.

In these eastern Pacific waters, good fuel can be a scarce commodity. *Pacific Provider* is a versatile ship that serves as a hub from which to refuel, replenish and service private sportfishers. Members who have their own boats also can come aboard to enjoy club amenities and share fishing stories in the ship's bar, lounge and restaurant. The ship has comfortable accommodations for overnight trips, and club members can use her fleet, which includes *Bodacious*, a custom-built L&H 33 with a storied past as a fishing warrior in the Florida Keys and a 26' Super Panga called *Bear Bones*, both available for reasonable charter rates, with or without skipper. A newly installed 18-ton telescoping crane hoists the game boats off the work deck after long transits.

*Pacific Provider* combines comfortable club amenities finished in a relaxed Polynesian-inspired décor, with practical technical and storage areas. A beamy aft platform protected by surround rail is perfect for trolling. Cast a line and time flies while *Pacific Provider* cruises to new fishing grounds. A wide, short staircase rises between the ship's four 500-gallon bait slammer, providing access to the work deck and its garage, where kayaks, surfboards, and PWCs are stored. The ship also



An 18-ton crane uploads precious cargo





A comfortable salon and bar are perfect settings to share fishing stories

A 1,600-ton master is at the helm of *Pacific Provider*

carries dive gear and an air compressor; divers need only supply their own regulators, BCs and wetsuits. A large capacity icemaker provides fresh ice to refill chests.

Forward of the garage area are six suites, each with its own full-sized bathroom and shower. Satellite TV and DVDs compete for attention with sea and sky meeting at the horizon beyond the stateroom's four-by-six-foot windows. Ellsworth really likes the independent A/C in each stateroom and says the twin bed setup is ideal for most members and guests staying onboard. Overflow bunkrooms for eight are located forward—kids and boat captains can sleep here without charge—allowing for a total of 20 passengers.

After a comfortable night's rest, we meet with other passengers for breakfast in the ship's dining room, where Executive Chef Drew Deckman, serves up one of his delicious and truly original breakfasts: chorizo eggs, "new wave" grits and exotic fruit medley. The enticing dinner menu includes fresh daily catch, Mahi-Mahi tartare, seared diver scallops with herbed Carnaroli risotto, lobster quesadillas and Australian lamb. The wine list includes a selection of wines from *Pacific Provider's* 650-bottle cellar. Chef Drew, who received a "Rising Star Chef, Berlin" award in 2003 and a Michelin Star, simply winks when his stint as celebrity chef comes up in the conversation.

Exercise may be on the menu after Chef Drew's gourmet meals, and a fitness room is available. Amenities also include a Jacuzzi spa, shaded lounge chairs and lots of tropical sun. The staff is easy going and happy to please, making *Pacific Provider* a great setting for non-anglers and families with children. For guests whose passions don't include the pursuit of game fish, options are also available off the ship. Pam Deckman, Chef Drew's wife, is a seasoned hospitality pro who directs onboard games and activities and can also organize shore accommodations, make travel arrangements and plan shoreward activities.

Yet, in the end, the ship's main focus remains serious fishing. Club benefits include access to spare boat parts stored onboard, provided by San Diego Marine Exchange. The highly skilled crew can install them at a very competitive rate. Besides lots of spare everything, *Pacific Provider* carries a wide selection of loaner fishing gear, available in a variety of styles and sizes all the way up to 130-pound class. Melton International Tackle has consigned an extensive inventory of terminal tackle, including an inexhaustible selection of hooks, all available to club members. EPYC's roster tops out at 50 members. The \$180,000 membership deposit is refundable, and annual dues are \$40,000. This may be enough to convert any country club member into a serious angler.

For more information go to [epyc.com](http://epyc.com)



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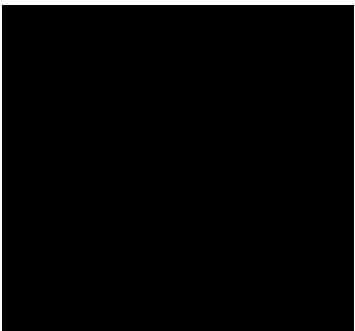
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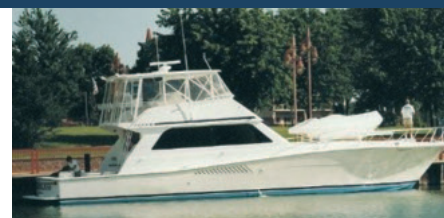
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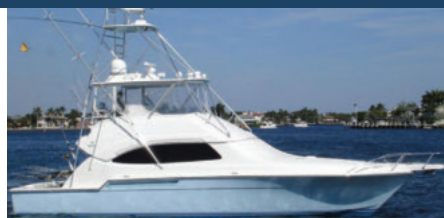
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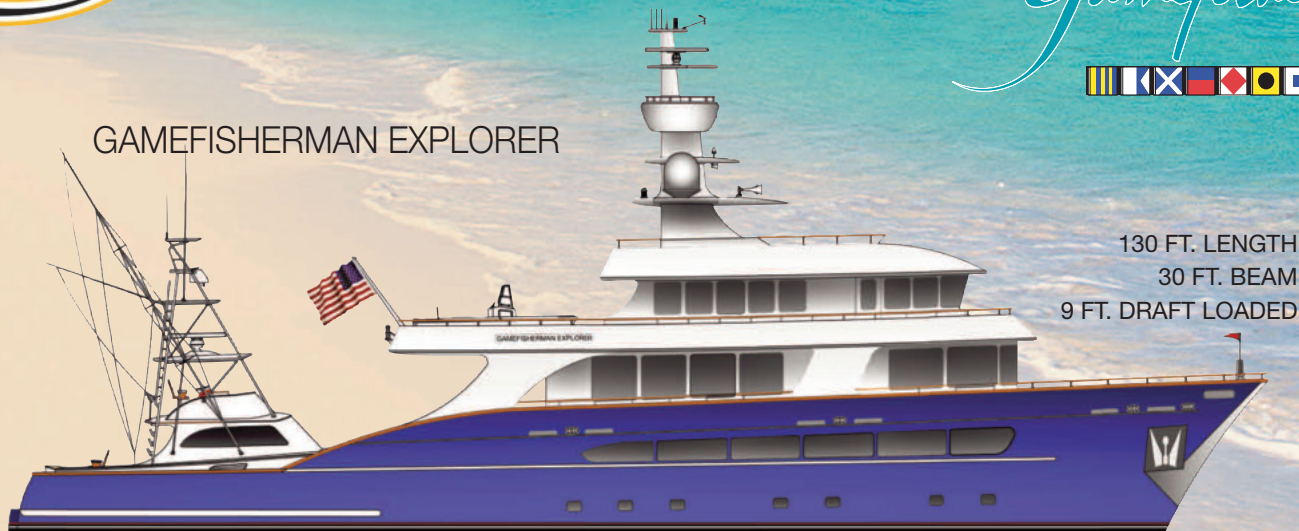
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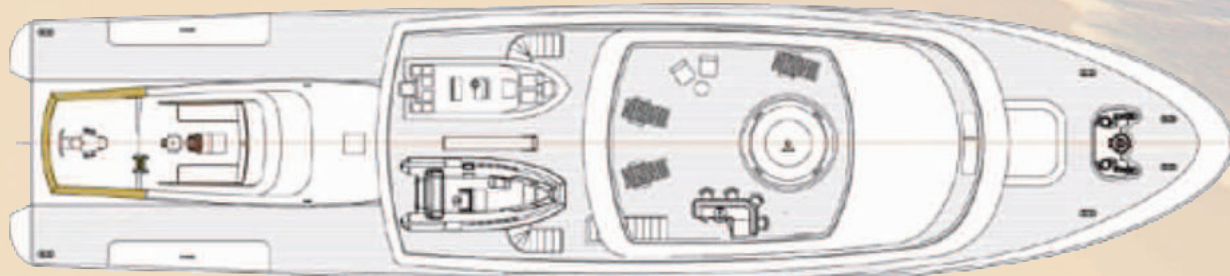
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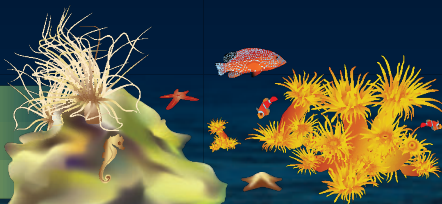
**Force Blue** 62.30m/204' Med  
**Senses** 59.20m/194' Pacific

**Seawolf** 58.83m/193' C. America  
**Latitude** 51.8m/169' South America  
**Tribu** 50.50m/165' South America  
**Kayana** 36.84m/120' Alaska

**Surprise** 35m/115' South Pacific  
**Pacific Yellowfin** 35m/115' Alaska  
**VVS1** 33.83m/111' South Pacific  
**Sudami** 33.83m/111' Caribbean  
**Askari** 32.87m/111' South Pacific



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**John S. DeCaro**

Phone: 954.671.0107

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## 103' Sealion

This stunning classic Dutch built vessel was delivered by Hakvoort in 1992 to a highly knowledgeable yachtsman who had her built with world cruising in mind. This is the first time she has been offered on the market. Her FULL displacement hull, sweeping bow and round stern give her exceptional sea keeping abilities. She is powered by 2x 350 hp Gardner slow turning engines that provide a 5000 NM range at 11 knots consuming 17gph (65lt). 3 generators assure continuous power for systems. Sealion has been constantly upgraded in all areas and has just finished her Lloyds 5 year inspection. The 24'6" (7.5m) beam and 8'2" (2.8m) draft gives her huge volume and creates space for world cruising stores and comfortable living areas, there are 4 ensuite guest staterooms including an on-deck king master, a king VIP and two twin staterooms plus comfortable crew quarters. Sealion stands out in the Med, New York, Sidney or any other harbour you choose in the world. A solid value at the asking price of EUR 5.750.000 she needs to be seen to fully appreciate her ready to go condition and attributes. A rare combination of pedigree, form and function.

Please contact John S. DeCaro joint central agent for a full list of upgrades and other information.

\*All yachts offered are subject to still being available. Yacht particulars are believed to be correct but their contents are not guaranteed, neither may they be used for any contractual purposes. Specification provided for information only. Subject to prior sale, price change or withdrawal from market without notice.

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212'/64M AMELS 2007 "MY SHANTI"\*



204'/62M FEADSHIP 2000/07 "FORTUNATO"\*



183'/56M BENETTI 2005 "ALLEGRO"\*



174'/53M BAGLIETTO 2009 "B206"\*



174'/53M OCEANFAST 2004 "SEA BOWL"\*



170'/52M BENETTI 2001/07 "MIDLANDIA"\*

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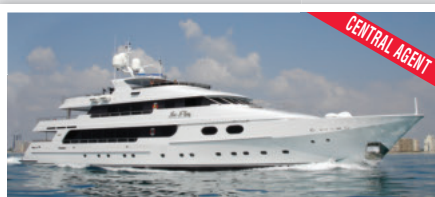
168'/51M FEADSHIP 1993 "ENTERPRISE V"



164'/50M HAKVOORT 2006 "JEMASA"\*



160'/48M CHRISTENSEN 2009 "PRIMADONNA"



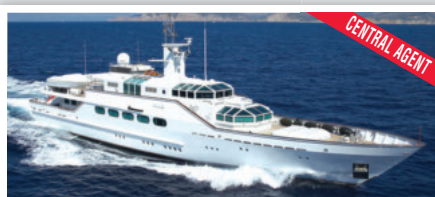
157'/48M CHRISTENSEN 2005 "NICE N' EASY"



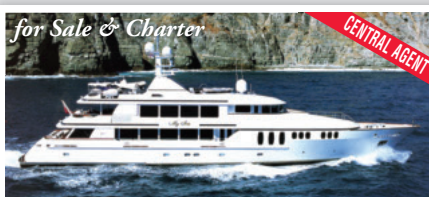
157'/48M CHRISTENSEN 2007 "LADY JOY"



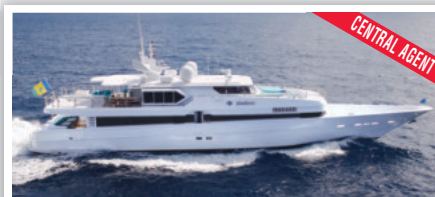
154'/47M PERINI NAVI 1990/06\*



153'/47M FEADSHIP 1983 "PARAISO"\*



150'/45M TRINITY 2003 "MY IRIS"\*



128'/39M OCEANFAST 1990/08 "BEELIEVER"\*



127'/39M FEADSHIP 1986/06 "GOLDEN RULE"



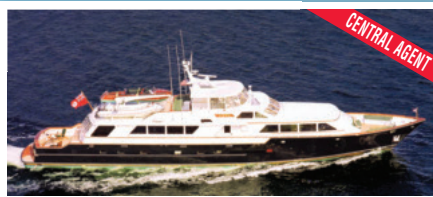
126'/38M TRIDENT 1999 "SAVOY"



125'/38M BROWARD 1989/03 "SHOWTIME"

\*Not for sale or charter to US residents while in US waters.





121'/37M DENISON 1986/02 "NEWS"\*



120'/36M WARREN 2009 "WARREN S120"\*



120'/36M BENETTI 2007 "MAMMA MIA"\*



120'/36M MEFASA 1990/03 "JOANNE"



118'/35M BROWARD 2000 "DOUBLE G"



114'/35M HATTERAS 1996/08 "CAMILLE"



114'/35M NORDLUND 2003 "ALEX C"\*



102'/31M BROWARD 1984/05 "LIQUIDITY"



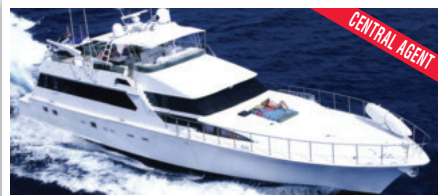
100'/30M AZIMUT 2005 "SOFIA S"\*



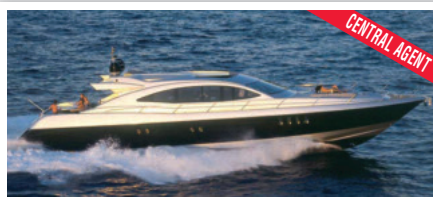
100'/30M MANGUSTA 1995/06 "USELESS"



95'/29M INTERMARINE 2001 "KRISHELLE"



92'/28M CHEOY LEE 1992/06 "MY FAIR LADY"\*



87'/26M WARREN 2008 "BROADWAY"



79'/24M LEOPARD 2000/06 "DOLCE VITA II"\*



76'/23M LAZZARA 1999 "IMPETUOUS"



73'/22M FAIRLINE 2004 "MY FAIR LADY"\*



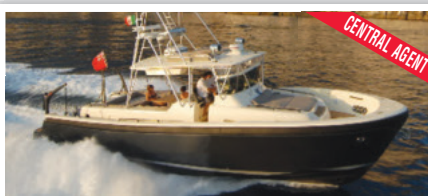
63'/19M SUNSEEKER 1998 "ALLURE"



62'/18M AZIMUT 2003 "URANES"\*



55'/16M AZIMUT 2007 "LADY DY"\*



46'/14M BLUEGAME 2007 "MAY"\*



43'/13M AZIMUT EXPRESS 2007 "ARIA"

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# 60m LURSSSEN

LURSSSEN,  
Delivering Spring 2010  
(197'/60m)  
Beam: 11.4m/37' 4"  
Speed: 15.5 knots  
Interior Designer: Glade Johnson

A rare opportunity to purchase this 60 meter LURSSSEN with time to select your interior build out to suit your personal taste and style. The sun-deck features a panoramic lounge/bar, exercise pavilion, expansive outdoor sunning and jacuzzi and al fresco dining for 12. Upper Salon layout includes an elegant VIP suite, alfresco lounges and theater bar/lounge. The main deck layout has a full width master with his/hers study, reading nook, and luxurious bath and dressing area.

Four elegant and remarkably generous guest suites on the lower deck each with en-suite bath and twin sink consoles complete this exquisite yacht. Tender garage for two tenders as well as an assortment of jet-skis, toys, and diving areas. Priced under replacement with extensive specification upgrades and enhancements from previous 60 meter LURSSSEN projects and professional project management throughout the build.

CONTACT WORLDWIDE CENTRAL AGENT: KEN DENISON



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Donald Starkey Designs  
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UNDER 50 METERS

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BANDIDO 87', BUILT IN 2007 BY JADE YACHTS. 26.80M X 7.00M X 2.25M, TWIN CATERPILLAR C18 ENGINES WITH 885HP EACH. 1 OWNER, 3 GUEST AND 1 CREW CABIN.

Little Blue is a massive tri-deck full displacement long range motor yacht with an unequalled interior volume. Finished to high standards and in absolute new condition. Ideal opportunity to jump the waiting line and take instant delivery without having to wait 2 years. Prospect buyers will be stunned by the accommodation and space this yacht has to offer that you will only find on 100'+ yachts. Central Agents.

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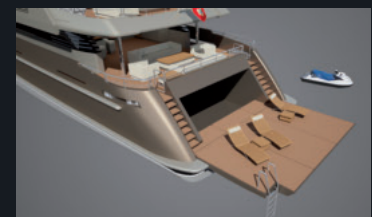
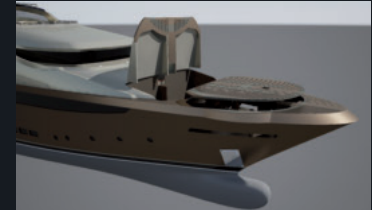
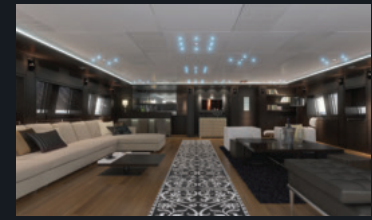


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4 SR's + crew. C30 CAT diesels bow & stern thruster. Other highlights include a thru hull anchor system, tender & davit & high end tasteful décor. Owner is building a larger Horizon. \$3,750,000. Call Larry Masterman.



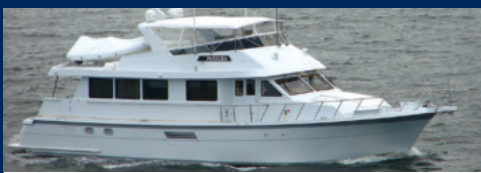
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Mondomarine 41.5m, 2007  
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**106' Burger Raised Pilothouse M/Y 2004**

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**127' Burger Tri-Deck M/Y, 2003**

6 staterooms. Excellent crew quarters. Full amenities for long range cruising. Zero speed stabilizers. Elevator access from main deck to sun deck. Appears as new. Estate sale situation with "must sell" mandate. Tremendous opportunity!



**106' Burger Flush Deck M/Y 1998**

Spacious wide beam yacht with 3 staterooms plus office. Separate crew quarters. Lengthy update list includes most electronics and many engine room details. Absolutely fresh and ready to go in all respects.



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Wide beam w/3 staterooms, 3 heads, on-deck powder room, generous crew quarters. Beautiful pear wood interior. On-deck galley and spacious open aft deck. All machinery updated 1997/98. Offered with attractive terms. Call now.



**85' Burger Flush Deck M/Y 1999**

Exquisite condition. Interior a work of art. All of Burgers talent is combined here. Open aft and walkaround decks. Generous flybridge with hardtop. Low hours on finest engines. Totally equipped. Central Agent.



**72' Burger Flush Deck M/Y, 1976**

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**117' Delta Full Displacement M/Y 1996**

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- MCA Compliant / ABS 5-Year Just Completed



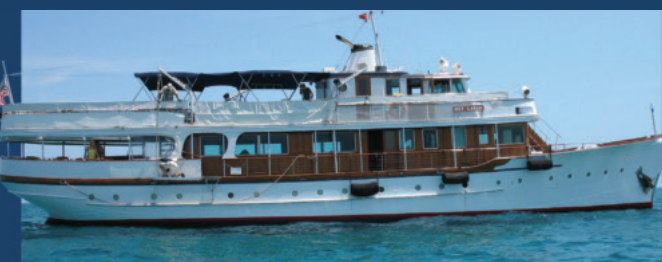
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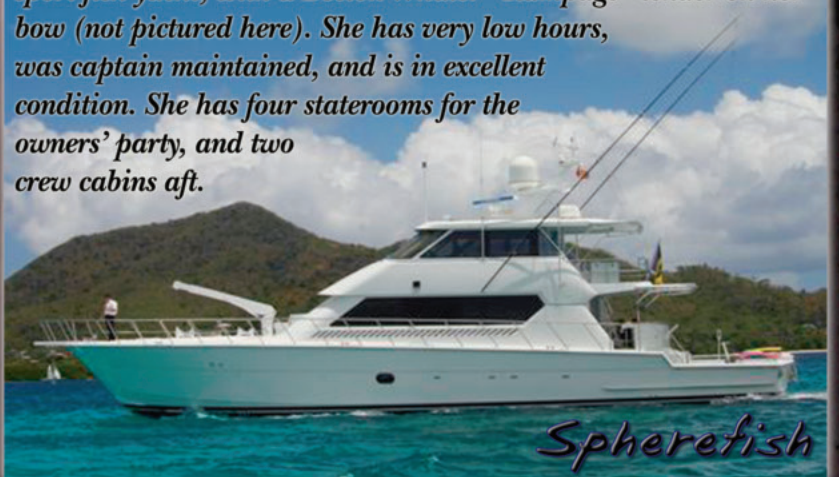


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*Spherefish is a 2002 custom built 86' Hatteras enclosed bridge sport fish yacht, with a Boston Whaler "Rampage" tender on her bow (not pictured here). She has very low hours, was captain maintained, and is in excellent condition. She has four staterooms for the owners' party, and two crew cabins aft.*



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LET'S TALK ABOUT THE

# ECONOMY

## THE YACHTING INDUSTRY AND THE 800-LB GORILLA



**MICHAEL JOYCE** is president and CEO of Hargrave Custom Yachts, a company that started as a yacht design office under Jack Hargrave 43 years ago and has been a yacht builder for 12 years



**HENK DE VRIES** is CEO of the Koninklijke De Vries Scheepsbouw, which is part of Feadship, one of the world's leading builders of custom megayachts



**DICK LAZZARA**, president of Lazzara Yachts and **ALEX SAVELLI**, president of Cummins MerCruiser, jointly announced a soon-to launch 72' motoryacht with Zeus propulsion in Miami



**WILLIAM S. SMITH III** is vice president of sales and marketing for Trinity Yachts, a custom yacht builder with shipyards in New Orleans, La., and in Gulfport, Miss., a facility acquired after Hurricane Katrina devastated New Orleans



**PAT HEALY** is executive vice president of family-owned and New-Jersey-based Viking Yachts, which introduced its new flagship in Miami, the 82C Viking Convertible

Questions of how well the yachting industry is able to withstand the current recession have become unavoidable. During the Yacht & Brokerage Show in Miami last February, we asked several builders, representing a good cross section of the industry from sportfishers to megayachts, to share their thoughts about the current financial situation. They tell us how they're doing, how they're coping and what lasting effects the current worldwide recession may have on the yachting industry as a whole.



**MICHAEL JOYCE**



**HENK DE VRIES**



**DICK LAZZARA & ALEX SAVELLI**



**WILLIAM S. SMITH III**



**PAT HEALY**









THE CAPITAL "S"

# Azimut 103S

Story Gian Paolo Nari Photos Azimut

AZIMUT'S NEW 103S COMBINES THE BEST OF OPEN AND FLYBRIDGE YACHTS, WITH AN AGGRESSIVE HULL TYPICAL OF HIGH-PERFORMANCE BOATS AND A COMFORTABLE, SPACIOUS SUNDECK. WE HAD AN OPPORTUNITY TO VISIT THE NEW AZIMUT 103S BEFORE IT LEFT VIAREGGIO LAST WINTER ON ITS WAY TO A WORLD PREMIERE APPEARANCE AT THE DUBAI INTERNATIONAL BOAT SHOW.





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pletely free without having to share their thoughts and conversation with the crew.” Privacy also guided the designers’ choice to equip the yacht with two galleys, each with separate access to allow owners and guests an evening snack without entering crew quarters.

Righini pointed to the design’s features that contribute to the yacht’s open feel and large living space, including the hardtop, a single staircase leading to the flybridge, and the aft garage topped by a sunbathing area boat deck that accommodates a nearly 18’ custom tender and two Yamaha Wave Runners. The Castoldi tender

can be inflated and deflated in seconds. The main deck has an open layout typical of a much larger boat but fairly unique in this category. In much of the yacht, including the owner’s suite, the furniture is free-standing, which makes the space appear much larger than it really is. The hull’s color is a dark crimson, and the bow is squared off to provide more deck space and interior volume, allowing greater comfort and giving the vessel a unique look.

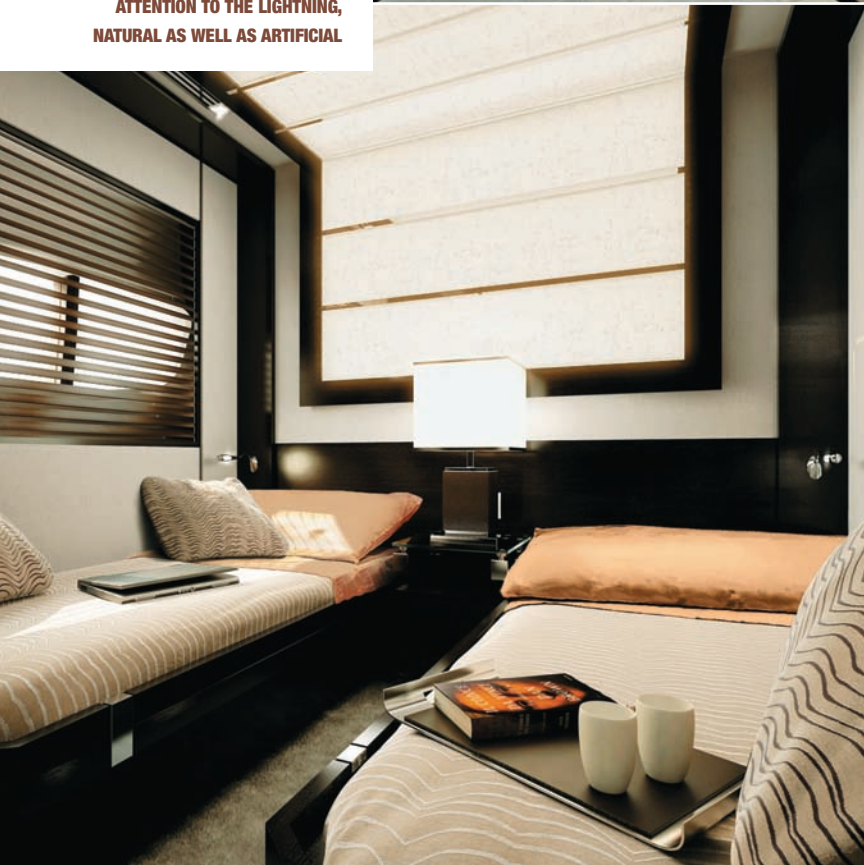
Interior wood, including wenge, imparts a warm and comfortable feel. Fitted carpets, steel inlays, glass sinks, lamps by Armani Casa and

fine textiles and leather upholstery complete the modern décor. Elegant sofas, a vast aft sunbathing area and a corner bar next to the glass door leading to the saloon all contribute to the boat’s luxurious feel. Transition from exterior to interior is seamless. The main deck is attractively furnished in a minimalist style by Carlo Galeazzi and stretches nearly 65’ from the aft door to the helm station’s windscreen, providing unobstructed views. The lounge and dining areas, separated by a low cabinet concealing a 43” plasma screen, have similar layouts. The windscreen, side windows and three overhead





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**THE FOREDECK IS BECOMING  
A REAL SOCIAL AREA WITH  
ITS SUPERB DECK SALOON**

glass panels provide plenty of light. The helm station offers excellent visibility thanks to the correct positioning of three ergonomic seats. The instrument panel includes a joystick. An upgraded version includes 15" screens of a type more typically fitted on megayachts. Two staircases on each side of the helm station lead below. The starboard stairs lead to the main galley designed by the Italian firm Boffi and equipped with top-of-the-line Miele appliances. The port staircase leads to three guest staterooms and the owner's suite. Two double staterooms each include a Pullman bed, allowing the yacht to accommodate up to ten overnight

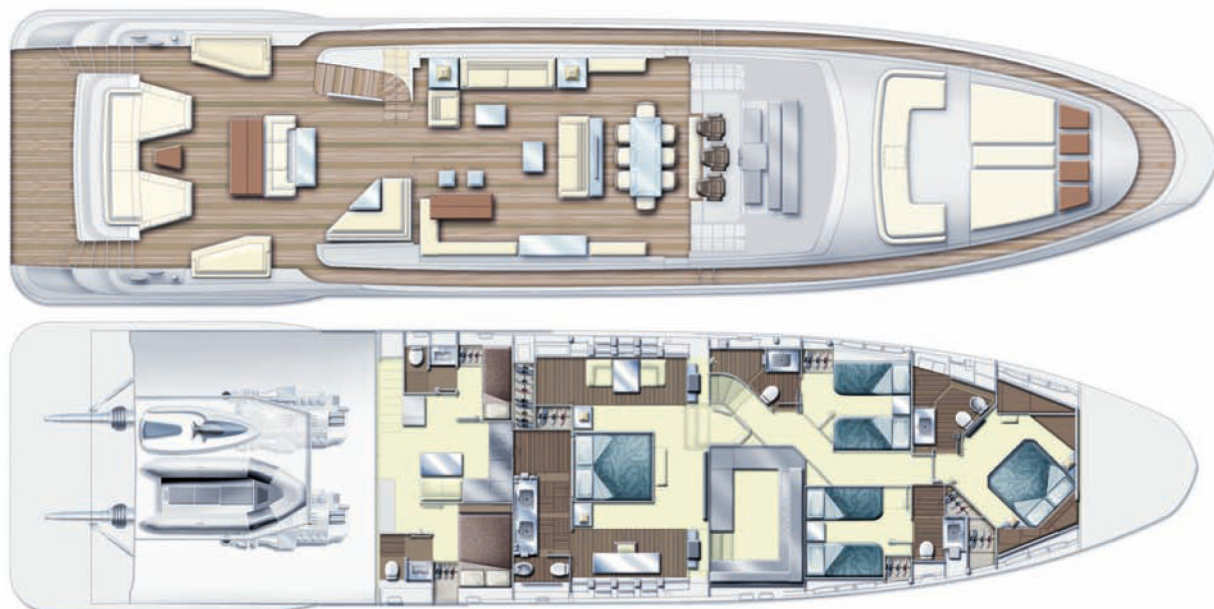
guests. The bathroom of the portside stateroom doubles as a day head. The VIP suite, located in the bow, is particularly attractive with its bed at an angle for a greater sense of space.

The very spacious owner's stateroom is located amidships. Twelve square windows provide great lighting for the exceptionally large space, which includes a lounging area, a large vanity table and a dressing room. The completely separate crew quarters, accessible through a watertight door from the portside walkway, include a comfortable dinette and two cabins with private bathrooms, one with a single bed and the second with twin beds. The dinette area

here provides access to the central control panel and the engine room.

Twin 2434 hp MTU V16 2000 M93 common rail engines coupled to Rolls Royce KaMeWa waterjets provide excellent performance with minimal vibration. While very few naval architects have mastered the technology of waterjets, Azimut hired Angelo Arnaboldi, possibly the world's most experienced architect in this field, to achieve the desired 34-knot top speed. The waterjet propulsion is an asset in shallow waters such as those of the Bahamas or the Persian Gulf. The main tank is divided into two sections, which helps the vessel maintain opti-





**LOA:** 101'5" • **Beam:** 19'1" • **Draft:** 4'5" • **Full load displacement:** 105 tons • **Fuel capacity:** 3262 Gal.  
**Water capacity:** 661 Gal. • **Engines:** 2 x 2434 hp MTU V16 2000 M93 • **Cruising speed:** 30 knots (at half load)

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imum trim and center of gravity by allowing the transfer of fuel from one to the other. Another tank, located forward, completes a 3262-gallon capacity that allows a range of 600 miles at a speed of 30 knots.

The engine room is well ventilated to provide acceptable ambient temperature for the two 16-cylinder engines, a critical requirement for a boat operating in warm climates.

The careful choice of materials—multi-axial

fiber and sandwich construction—keeps the boat light, ensuring the best possible performance. Honeycomb doors and submerged exhausts help reduce vibration. Transom-mounted tabs help optimize trim according to speed. The 103S conforms to RINA rules.

Bottom line: great volume, understated elegance and privacy are among the many attributes of this new Azimut, a yacht particularly well-suited to warm climates.





THE CAPITAL "S"

# Azimut 103S

Story Gian Paolo Nari Photos Azimut

AZIMUT'S NEW 103S COMBINES THE BEST OF OPEN AND FLYBRIDGE YACHTS, WITH AN AGGRESSIVE HULL TYPICAL OF HIGH-PERFORMANCE BOATS AND A COMFORTABLE, SPACIOUS SUNDECK. WE HAD AN OPPORTUNITY TO VISIT THE NEW AZIMUT 103S BEFORE IT LEFT VIAREGGIO LAST WINTER ON ITS WAY TO A WORLD PREMIERE APPEARANCE AT THE DUBAI INTERNATIONAL BOAT SHOW.





**THE WARM AND MINIMALIST  
INTERIOR WAS DESIGNED  
BY CARLO GALEAZZI WITH  
FREESTANDING FURNITURE**

Composing and elegant with aggressive yet smooth lines, the 103S calls to mind Azimut's earlier, smaller models. The roomy design with great interior volume is the result of international market research and the experience of designers Stefano Righini and Carlo Galeazzi, both of whom have contributed to the success of Azimut's earlier lines. Six square hull windows bear Righini's signature, and superstructure shark fin shaped windows also have embellished Azimut's flybridge series. Great use of exterior forward deck spaces is also a familiar trait. This open features a flybridge that can

be customized, and a hardtop equipped with two sliding glass panels, which flood the deck saloon in natural light.

Righini told us that the flybridge was central to this boat's concept. "It isn't huge because the boat is an open, but it is adequate," he said. "My experience of this type of boat tells me that guests want to be able to enjoy the main deck in privacy and be able to send the captain up above. Vice versa, if the guests are above, the captain should be able to steer the boat from below. The overriding principle is that the owner and his guests should feel com-



YEARS

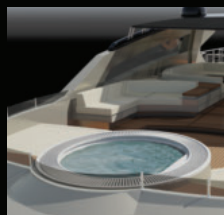
MONTHS

DAYS

01 : 04 : 30



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